

5-9-2002

Meeting Notes 2002-05-09

Joint Policy Advisory Committee on Transportation

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A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



METRO

TEL 503-797-1916 FAX 503-797-1930

2nd REVISION

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: May 9, 2002

DAY: Thursday

TIME: 7:30 a.m.

PLACE: Metro Conference Room 370A and B

1. Call to Order and Declaration of a Quorum.
2. Citizen communications to JPACT on non-agenda items
- *3. Minutes of April 11, 2002 meeting – APPROVAL REQUESTED
4. Oregon Transportation Investment Act – II, ODOT Recommendation – APPROVAL REQUESTED – Kay Van Sickel, Dave Williams, ODOT (Region 1)
5. RTP Amendments – INFORMATIONAL – Tom Kloster
6. High Speed Rail - INFORMATIONAL
 - Briefing of Current Federal Legislation – Jason Tell
 - Draft Letter of Support for Federal Investment in Intercity Passenger Rail for Signature – Christine Deffebach
 - Briefing on Preliminary Findings from I-5 Partnership Freight Rail Capacity Study – Thomas Picco
7. Adjourn

*****Northwest Environmental Watch will be presenting “A tale of four counties, patterns of growth in Metropolitan Portland” at the May 9, 2002 Metro Council Meeting at 2:00pm.**

* Material available electronically. Please call 503-797-1916 for a paper copy.

** Not all material on this agenda item is available electronically.

All material will be available at the meeting.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

April 11, 2002

Meeting Notes

MEMBERS PRESENT

AFFILIATION

Rod Monroe	Metro
Rex Burkholder	Metro
Rod Park	Metro
Fred Hansen	Tri-Met
Rob Drake	City of Beaverton, Representing Cities of Washington County
Bill Kennemer	Clackamas County
Maria Rojo de Steffey	Multnomah County
Kay Van Sickel	Oregon Department of Transportation (ODOT – Region 1)
Larry Haverkamp	City of Gresham, Representing Cities of Multnomah County
Don Wagner	Washington Department of Transportation (WSDOT)
Karl Rohde	City of Lake Oswego, Representing Cities of Clackamas County
Roy Rogers	Washington County
Charlie Hales	City of Portland
Craig Pridemore	Clark County

MEMBERS ABSENT

AFFILIATION

Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver

ALTERNATES PRESENT

AFFILIATION

Dave Lohman	Port of Portland
Dean Lookingbill	SW Washington RTC

GUESTS PRESENT

AFFILIATION

Tom Mills	Tri-Met
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Dave Williams	Oregon Department of Transportation (ODOT – Region 1)
Linda Floyd	City of Wilsonville
Deb Wallace	Washington Department of Transportation (WSDOT)
Louis A. Ornelas	OHSU
John Gillam	City of Portland
John Rist	Clackamas County
Lynn Peterson	Tri-Met

STAFF

Andy Cotugno	Renée Castilla	Tom Kloster
Ted Leybold	Richard Brandman	Jeff Stone
Michael Morrissey		

I. CALL TO ORDER

Vice-Chair Burkholder called the meeting to order at 7:35 a.m. and stated that Councilor Monroe was delayed.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

III. MINUTES OF MARCH 14, 2002 MEETING

ACTION TAKEN: Karl Rohde moved and Fred Hansen seconded the motion to approve the minutes of March 14, 2002. The motion passed.

I-5 TASK FORCE RECOMMENDATIONS

Vice-Chair Burkholder presented to the committee a draft letter prepared by the Presiding Officer of the Metro Council, Carl Hosticka to the I-5 Partnership Task Force. The letter requests the task force adopts as final recommendations the draft report, with considerations. (Included as part of this meeting record.)

Andy Cotugno presented a memo written by Councilor Monroe to JPACT regarding the Bi-State Transportation Committee's comments on I-5 Task Force recommendations. (Included as part of this meeting record.)

Karl Rohde asked why JPACT was not co-signing this letter with the Metro Council to the I-5 Transportation Partnership Task Force.

Andy Cotugno asked if the JPACT committee would be acting on the recommendations from the I-5 Task Force.

Christine Deffebach responded that both TPAC and JPACT have already seen the draft recommendations and was given the opportunity to make comments back to staff. JPACT can certainly act at this meeting or the next on the draft recommendations. There will then be a review period for the draft recommendations. She had assumed that JPACT would want to comment and indicate whether the I-5 Task Force was moving in the right direction and/or any other comments JPACT may have.

Karl Rohde asked if Christine Deffebach meant that it would be a citizen comment before action by the Transportation Authority.

Andy Cotugno explained that the public comment period started in January once the I-5 Partnership Task Force released the preliminary draft recommendations and would continue through June, when draft recommendations are formally adopted. He stated that JPACT could become a co-signer to this letter or staff could prepare an additional letter for signature.

Fred Hansen stated on behalf of the Bi-State Committee, any comments received from JPACT would be valuable.

Karl Rohde stated that it was more of a process question. When is it an appropriate time to give comments?

Fred Hansen stated that there are many significant issues along the I-5 Trade Corridor that need to be thought about.

Dave Lohman asked if JPACT should wait on the rail analysis and its outcome first before JPACT comments.

Dave Williams stated that the rail analysis is in the works and would be coming soon.

OREGON TRANSPORTATION INVESTMENT ACT II (OTIA II) PROJECT SELECTION

Vice-Chair Rex Burkholder presented a letter written to the OTC by Bruce Warner, Director, ODOT. (Included as part of this meeting record.)

Kay Van Sickle explained that the OTC was meeting to discuss policy implications of the bond measure and to give direction to staff as to the general policy direction for OTIA II money. She stated that at the next meeting they would be discussing the scenarios given to them from ODOT staff. She further discussed the memo to the OTC, with the different scenarios for modernization, preservation and bridge. She stated that \$50 million would be going to bridge/preservation and \$50 million to modernization.

Fred Hansen asked if the OTC would be releasing funding to this region beyond the funding for the Boeckman/Sunnyside Road projects.

Andy Cotugno stated that under Option 1A they would backfill the Boeckman/Sunnyside Road projects and then fund three more projects that were on the original submittals as priorities. The amount of funding this region will receive is about \$17 million.

Fred Hansen stated that he concentrated heavily on prioritizing projects down to Boeckman/Sunnyside Road, but did not comment on prioritizing projects further down the list as he did not anticipate funding would be available. He asked the JPACT Committee if they were satisfied with the project priority list beyond the Boeckman and Sunnyside Road projects.

Dave Williams stated that the OTC asked ODOT staff for a project priority list and were told to try to stay within previous requests from the ACTs and MPOs without having to contact them

again. Therefore, ODOT staff looked at the last memo written to the OTC board and submitted those projects that fell beneath the bubble for funding:

a) US 26 – Murray to Cornell (Washington Co.)	\$ 2.811 million
b) Powell Blvd. (Gresham)	\$ 5.250 million
c) US 26/Cornelius Pass (Hillsboro)	\$ 2.250 million
d) Murray Extension (Beaverton)	\$ 4.024 million
e) 209 th /TV Hwy. (Washington Co.)	\$.885 million
f) 162 nd /Foster (Portland)	\$ 1.500 million

Andy Cotugno asked if JPACT wanted to request an additional month from the OTC in order to make a recommendation regarding project priority or state its preference for Option 1A to the OTC.

Vice-Chair Burkholder asked if the OTC would accept a recommendation from JPACT on its priorities and if so, does JPACT want to look at the projects and move any to a higher priority.

Andy Cotugno stated that JPACT is limited to the long list of projects that was originally before them in October 2001. He asked Kay if JPACT could ask her to take to the OTC JPACT recommendation to pursue the portion of option 1A which backfills Sunnyside and Boeckman Road projects but request an additional month to comment on the next series of projects beyond those projects and within the Region 1 funding target that is defined by option 1A.

Kay Van Sickel stated that she could express that to the OTC and that she had already planned to speak about option 1A. She stated that the Sunnyside and Boeckman Road projects were not only prioritized by JPACT but that a follow-up letter to the OTC emphasized those priorities. The OTC directed ODOT staff to determine additional priorities; therefore ODOT staff went back to JPACT's original memo and took the priorities from there.

Rod Park stated that the projects given to the OTC were the next five ranked on the list. He asked whether there was something that had changed since the list was put together that would alter the priorities of those projects.

Fred Hansen replied that he did not take a lot of time to look at those projects that were further down on the list. He stated that Tri-Met has a couple of projects that have the potential to move up on the priorities list.

Dave Williams stated that when the review process started for the modernization projects they took the projects and ranked them with a numerical score, 1-76, by the criteria given to them. ODOT staff drew a cutline at 12 projects. Of these 12 projects, the ones not funded in the first round of OTIA funding are the projects ODOT staff submitted the OTC in this memo.

Fred Hansen asked if JPACT wanted to recommend to the OTC that they fund the backfill for the Sunnyside Road/Boeckman Road Projects or if they wanted to leave the arrangements they currently have in place, which call for more local funding and allocation of future MTIP/STIP money and allow the additional OTIA funding for more projects.

Rob Drake stated that with all of the requirements in place with 2040 and Centers and Mainstreets, the local revenue sources are non-existent. It is a lot to ask of local communities to stretch their use of general funds to pay for a greater share of these projects that benefit the region.

Karl Rohde stated that the localities are using money drawn down from the local system to pay for regional projects. He stated that backfill is needed because regional dollars should pay for regional projects. This would enable the local jurisdictions to use their local funds on local projects.

Rex Burkholder stated that a letter would be drafted to the OTC that recommends option 1A as the preference of JPACT.

IV. TRANSPORTATION DEMAND MANAGEMENT – ANNUAL REPORT

Tom Mills presented the Annual Report for the Transportation Demand Management Program in the Portland Metropolitan Region (Included as part of this meeting record).

Karl Rohde asked how much does the TDM program cost annually to operate.

Tom Mills replied that a good estimate would be \$1 million per year.

V. RESOLUTION No. 02-3183 FOR THE PURPOSE OF REVISING THE REGIONAL TMA POLICY

Andy Cotugno gave a brief description on Resolution No. 02-3183 for the purpose of revising the regional Transportation Management Association (TMA) policy to provide additional regional funding options for TMAs. (Included as part of this meeting record.)

Rob Drake accorded thanks to the TDM Subcommittee for the hard work in preparing this resolution and asked for JPACT's support in adopting it. He stated that he has witnessed firsthand how hard the TMAs are working, specifically the Westside Transportation Alliance (WTA) and the Tualatin TMA in his area, how successful they have been, but said they need help to continue operation. He felt that the new criteria involved for funding would help them to grow smart.

Andy Cotugno stated that the TMAs are frugal in their spending and receive many in-kind help from their supporters, office space and copying so they are very efficient. This resolution should provide a more stable base for their operations and therefore get more results from them.

Karl Rohde asked if the money for the TMAs is CMAQ funding.

Andy Cotugno stated that the only funding they have available for the TMAs is CMAQ and STP funds and each set of funds comes with the stipulation that new programs can be funded up to three years. After the three years, CMAQ and STP can not be used for operating costs. What

this resolution will allow them to do is use the CMAQ and STP funds for new programs and allow them to use their employer contributions and dues for continuous operating and administrative costs.

Rob Drake moved and Fred Hansen seconded the motion to approve Resolution No. 02-3183 For the purpose of revising regional Transportation Management Association (TMA) policy to provide additional regional funding options for TMAs.

Rod Park asked if the TDM Subcommittee would be looking at performance measure criteria up front when considering applications for feasibility and sustainability.

Tom Mills stated that they currently have criteria they use when evaluating a potential TMA. They use a feasibility study to determine whether a TMA has a good probability to succeed. Once the TMA begins, they sign a contract with Tri-Met that requires them to meet several criteria in order to continue through the process of receiving funding, building up their organization, etc. They essentially are given a three-year period in order to prove they can be successful.

ACTION TAKEN: After discussion, the motion to approve Resolution No. 02-3183 for the purpose of revising the regional Transportation Management Association (TMA) policy to provide for additional regional funding options for TMAs passed.

VI. TRANSIT INVESTMENT PLAN

Fred Hansen presented the Tri-Met Transit Investment Plan. (Included as part of this meeting record.)

Bill Kennemer accorded thanks to Fred Hansen and Tri-Met for their hard work in improving service for Clackamas County.

Andy Cotugno stated that in the last MTIP process, JPACT allocated funds to Tri-Met for improvements, but Tri-Met did not list them specifically. A condition was adopted as part of the MTIP that said JPACT would go back and revisit how the money would get spent once Tri-Met finished its five-year plan and offered a better understanding of how the MTIP allocation fit with the rest of the funds. At that time, JPACT would then allocate funds towards specific projects and that is yet to come.

Fred Hansen stated that they would be back once they finished identifying specific projects with the local jurisdictions. He further stated that the MTIP dollars allow them to start a major investment (new project) much earlier then they normally could because they are not using the MTIP dollars as ongoing funding but rather as a "jumpstart."

Rob Drake accorded thanks to Fred Hansen. He stated that he has witnessed more energy at Tri-Met and how they are working with jurisdictions outside of the City of Portland. He stated that Tri-Met is trying to reach out and look for additional opportunities to provide service.

VII. MTIP REFINEMENT ISSUES

Andy Cotugno presented the MTIP Refinement Issues, MTIP Stakeholder Questionnaire and the MTIP Refinement Stakeholder Questionnaire Presentation List. (Included as part of this meeting record.)

Rex Burkholder stated that any comments could be directed to Ted Leybold, Metro staff person.

VIII. HYBRID BUS PREVIEW

Chair invited the committee members to preview Tri-Met's new Hybrid Bus after the meeting adjourns.

Fred Hansen described the new hybrid bus. (Pamphlet included as part of this meeting record.)

Charlie Hales asked when would Tri-Met begin rolling these buses into the fleet

Fred Hansen stated that the normal replacement process is 55 buses per year. They hope to be able to replace about 15 to 16 of those buses with hybrids, but will not slow down their pace of replacement in order to wait for this new technology.

CORRECTION TO MINUTES

Bill Kennemer added the following correction to the minutes of April 11, 2002.

"Request that JPACT look at the issue of the connection between the existing land use/urban growth expansion and transportation."

IX. ADJOURN

There being no further business, Vice-Chair Burkholder adjourned the meeting at 8:51 a.m.

Respectfully submitted,

Renée Castilla



METRO

- REVISED -

November 2, 2001

Chair Steven Corey and
Oregon Transportation Commission Members
355 Capitol Street, N.E., Room 101
Salem, OR 97301-3871

Via Fax: 503-986-3291

Dear Chair Corey:

Re: 2001 Oregon Transportation Investment Act (HB 2142); Metro Area Recommended Projects

The Joint Policy Advisory Committee on Transportation (JPACT) for the Portland Metropolitan Area has now reviewed the candidate metro area project lists related to the 2001 Oregon Transportation Investment Act. This letter provides our recommendations for the Lane Capacity and Interchange projects; recommendations for Bridge projects; and reiterates our previous recommendations for full funding of metro area Preservation projects. We feel it is important that the Commission review our list comprehensively to better understand the needs and equity considerations of the Portland Metropolitan Area.

Background

Under the process set up by the Oregon Transportation Commission (OTC), the following funding programs were established:

- \$200 million for Lane Capacity and Interchange projects, of which \$70 million is intended for ODOT Region 1.
- \$120 million for Bridge projects of which 73 percent (\$87.6 million) is intended for ODOT bridges and 27 percent (\$32.4 million) is intended for local government bridges statewide based upon the state bridge ranking system.
- \$60 million for Pavement Preservation projects, of which \$21 million is intended for ODOT Region 1.
- \$20 million uncommitted, at the discretion of the OTC.

Recommendations

At our meeting on November 1, 2001, JPACT unanimously recommended the following:

Within the amounts provided, we recommend that the OTC endorse projects in the following categories.

Lane Capacity/Interchange Recommendations

As a First Priority, fund the following project groups:

Group 1

Jackson School Rd. Interchange (Washington Co.)	\$ 16.133 million
US 26 – 217 to Camelot (Washington Co.)	\$ 20.599 million
Columbia Blvd./Lombard Connector (Multnomah Co.)	\$ 19.765 million
I-5/Nyberg Interchange (Washington Co.)	\$ 1.172 million
Sub-total:	\$ 57.669 million

Group 2

Boeckman Road (Wilsonville)	\$ 7.793 million
Sunnyside Road to 152 nd Ave. (Clackamas Co.)	\$ 13.000 million
Sub-Total:	\$ 20.793 million
TOTAL Group 1 & 2	\$ 78.462 million

For a number of reasons, JPACT requests the OTC to provide funding beyond the \$70 million target for lane capacity and interchange projects within Region 1, and the Metro area specifically. While JPACT strongly endorses the Group 1 projects as our top priority, we are as strong in our endorsement for funding of the Boeckman Road and Sunnyside Road projects. Both projects address key state mandates. The Sunnyside project will provide critical arterial-level road infrastructure in to areas that have been added to the Metro Urban Growth Boundary (UGB) or are under consideration for possible addition to the UGB in 2002. UGB decisions in our region have and will follow state requirements to first consider "exception" lands when a need has been determined for UGB expansion. Sunnyside Road serves a significant amount of former exception land now in the UGB and may serve even more land beyond 2002. The road is a key facility to address current mobility needs and future growth in the southeast portion of the metro area.

Boeckman Road is a new facility that will provide critical access to the Dammasch Hospital re-development site. As you know, Dammasch is a state-owned facility and the site will be re-developed consistent with state and regional growth management objectives for complete communities. The Dammasch re-development will represent one of the largest mixed-use development projects in the region's history. In addition, the City of Wilsonville has been a good partner with the state in accommodating the location of the recently opened Coffee Creek Correctional Institute, originally planned for the Dammasch site. Location of the prison and major re-development of Dammasch will fulfill major state objectives. Boeckman Road is needed to meet those objectives.

Funding Sunnyside and Boeckman Roads, in addition to selected Preservation and Bridge needs identified below, would go a long toward providing an equitable share of bond funding for Region 1. Based on the Region 1 targets for Lane Capacity/Interchange and Preservation targets, and

considering the state and local bridge rankings, Region 1 would receive 25.4 percent of the overall program. HB 2142 calls for the overall program to equitably balanced throughout the state. At 25.4 percent, Region 1 is not receiving its equitable share. We outline a more equitable distribution for all the funding categories in the final section of our letter.

Finally, there is an acknowledgement that some smaller projects outside the metropolitan area are within Region 1 will be funded and should be further considered into the Region 1 target.

In sum, JPACT requests the OTC fully allocate the \$70 million targeted to Lane Capacity/Interchange projects to the Group 1 and Group 2 projects identified above. We further request that the OTC commit \$8.46 million from their \$20 million Discretionary Fund to make whole the Boeckman and Sunnyside Road projects.

Pavement Preservation Recommendations

Last month, JPACT provided our recommendations for the Preservation portion of the OTIA. We reiterate those priorities and request full funding for all projects.

1. Boones Ferry Rd. (Tualatin)	\$ 2.581 million
2. McLoughlin Blvd. (Milwaukie)	\$ 2.000 million
3. Sandy Blvd. (Portland)	\$ 7.902 million
4. Government Camp Loop	\$.583 million
5. Farmington Rd. (Washington Co.)	<u>\$ 3.688 million</u>
	\$16.754 million

In addition, JPACT requests the OTC to allocate \$4.787 million from their \$20 million Discretionary Fund to fully fund the remaining Region 1 Pavement Preservation Projects, as follows:

1. Farmington Rd. (Washington Co.) – remainder	\$ 1.241 million
2. Sandy Blvd. (Gresham-Multnomah)	\$ 1.346 million
3. TV Highway (Forest Grove)	<u>\$ 2.200 million</u>
TOTAL	\$ 4.787 million

Local Bridge Recommendations

1. Broadway Bridge (Multnomah Co.)	\$ 7.000 million
2. SW Champlain viaduct (Portland)	\$.258 million
3. Graves Rd./Mill Creek (Clackamas Co.)	\$ 1.139 million
4. Beaver Creek Bridge (Multnomah Co.)	\$ 1.295 million
5. Corbett Hill Viaduct (Multnomah Co.)	\$.690 million
6. NE 33 rd Ave./Slough Bridge (Portland)	\$ 1.291 million
7. NE 33 rd /RR Bridge (Portland)	<u>\$ 3.114 million</u>
TOTAL	\$14.787 million

In addition, JPACT requests the OTC fund four bridge projects for which local match was applied for from the \$20 million Discretionary Fund:

1. Broadway Bridge (Multnomah Co.)	\$ 2.900 million
2. Zigzag River (Clackamas Co.)	\$.458 million
3. Bybee/McLoughlin Boulevard	\$.180 million
4. Bybee/SPRR	<u>\$.180 million</u>
TOTAL	\$ 3.718 million

When the process was established, it allowed local governments to apply for local match on federally funded bridge projects. This was subsequently denied.

Finally under the bridge category, we request the OT fund from their \$20 million Discretionary Fund the next priority project on the Local Bridge priority list:

Minter Bridge Rd./Tualatin River (Washington Co.)	\$ 1.255 million
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Discretionary Fund Recommendations/Equity Considerations

As noted above, a series of allocations from the \$20 million Discretionary Fund are being sought. They are summarized as follows:

• Pavement Preservation	\$ 4.787 million
• Bridge	\$ 4.973 million
• Modernization	<u>\$ 8.460 million</u>
TOTAL	\$ 18.22 million

With any funds left in the \$20 million Discretionary Fund, consider allocation to the following list:

a) US 26 – Murray to Cornell (Washington Co.)	\$ 2.811 million
b) Powell Blvd. (Gresham)	\$ 5.250 million
c) US 26/Cornelius Pass (Hillsboro)	\$ 2.250 million
d) Murray Extension (Beaverton)	\$ 4.024 million
e) 209 th /TV Hwy. (Washington Co.)	\$.885 million
f) Sunnyside Rd. 152 nd to 172 nd (Clackamas Co.)	\$ 8.810 million
g) 162 nd /Foster (Portland)	<u>\$ 1.500 million</u>
TOTAL	\$ 25.53 million

This is recommended because overall the Bond Program is disproportionately weighted against ODOT Region 1. Assuming the Base Program amounts described above, Region 1 would receive the following amounts:

• Pavement Preservation	\$ 16.754 million
• Local Bridge	\$ 14.787 million
• State Bridge	0
• Modernization	<u>\$ 70.000 million</u>
TOTAL	\$101.541 million

As indicated above, within the current targets for Lane Capacity/Interchange and Preservation targets and the Bridge ranking, the program results in an inequitable share for Region 1. Based upon these Base allocations, Region 1 would receive 25.4 percent of the overall program. HB 2142 calls for the overall program to be equitably balanced throughout the state. At 25.4 percent, Region 1 is not receiving its equitable share. We understand that this is due to the high priority for upgrading deficient bridges outside Region 1, principally on the Interstate System. This request is not intended to suggest that these bridges do not need attention. Rather, that the remaining \$20 million of Discretionary Funds could be used to counterbalance the current inequity. Additional allocations from the Discretionary Fund of \$18.22 million would result in Region 1 receiving \$119.76 million or 30 percent, still well below an equitable share. Further, use of the full \$20 million Discretionary Fund in Region 1 would be justified, resulting in a 30.4 percent share.

In conclusion, we thank you for the opportunity to comment on this important piece of legislation. In addition, we wish to acknowledge the hard work put in by the Commission and ODOT staff, particularly ODOT Region 1 staff, and the Metro Area Community Solutions Team. As a result of that effort, we feel the recommended projects both reflect the legislative intent of HB 2142 and the land use/transportation policy objectives outlined in our 2040 Growth Concept, the Regional Transportation Plan and the Oregon Highway Plan.

Sincerely,



Rod Monroe
Chair
Joint Policy Advisory Committee on Transportation

RM/AC/srb/rc
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cc: JPACT Members



WASHINGTON COUNTY OREGON

April 26, 2002

Steven Corey, Chairman
Oregon Transportation Commission
355 Capitol Street NE Room 101
Salem, OR 97301

**RE: OREGON TRANSPORTATION INVESTMENT ACT II
(OTIA) PROJECT SELECTION**

Dear Mr. Corey

The purpose of this letter is to provide comments on the three project selection scenarios discussed at your regular April, 2002 Oregon Transportation Commission (OTC) meeting and to request OTIA II funding for specific Washington County projects identified in these scenarios.

First, on behalf of the Washington County Board of Commissioners I want to commend you, the OTC and ODOT's leadership efforts in moving quickly to implement the OTIA legislation. This new source of funding is a significant benefit to local governments to help deal with major gaps in our transportation system. We are committed to work with you and ODOT to fast-track construction of OTIA projects and to demonstrate to the Legislature how collaborative efforts can make this type of program a success.

Using the ODOT Director's April 11, 2002 memo to the OTC, and the OTC's direction to ODOT staff, with the limited time available since the April, 2002 OTC meeting, Washington County has developed and makes the following recommendations and requests based on discussions with its cities and business community and with ODOT Region 1, the NW ACT and Metro as well:

1. Split the \$100 million OTIA II funds equally between Modernization Option 1B and Bridge and Pavement Preservation Option 3.

2. Provide the necessary OTIA II funding (Modernization Option 1B), along with the local leveraged funding to fully fund the Washington County projects as listed in Exhibit A attached. Exhibit A lists the projects by preferred priority and the amount of committed local funds.
3. Provide the necessary OTIA II funding (Bridge and Pavement Preservation Option 3) along with local leveraged funding to fully fund the Washington County projects as listed in Exhibit B attached.
4. Allocate \$401,494 from the OTIA II Local Agency Bridge Projects Program to fully fund the OTIA I funding requested for the Minter Bridge #671234 in Washington County. See additional discussion below for this request's rationale.
5. Allocate the remaining OTIA II Local Agency Bridge funding, in succession, to the bridge projects identified in the Local Bridge Constrained, Prioritized Project List for HB 2142 Bond Program.

As an aside, it is our understanding that recommendations #4 and #5 above were the same recommendations made by the Local Agency Bridge Steering Committee at their meeting on April 16, 2002.

Washington County supports the request by the City of Forest Grove of \$2,200,000 OTIA II funds to overlay pavement on Highway 8 as a prerequisite for transfer of the road to the City for the following reasons:

1. Washington County (\$6 million) and the City of Forest Grove (\$1 million) recently split the cost of constructing the Hwy 47 Bypass with ODOT (\$7 million) for a total cost of \$14 million.

The understanding between these three jurisdictions was that once the Hwy 47 Bypass was completed, the County and the City would take over jurisdiction of portions of Hwy 47. And that the City would take over a portion of Highway 8 in downtown Forest Grove. Both of these transfers of road jurisdiction are, or will be, subject to negotiated IGA's.

2. Shortly after Hwy 47 Bypass was completed, a new traffic signal was installed at the intersection of Hwy 47/Sunset Avenue/Beal Road. The total cost of the signal was \$240,000 and is being borne 100% by Washington County.
3. Rehabilitation of Highway 8 in the City of Forest Grove is critical to the economic redevelopment of the downtown city center. See separate correspondence from the City of Forest Grove on this project.

Washington County submitted three bridge projects for OTIA I funding i.e., Minter Bridges #671233 and #671234 and Rood Bridge #671235 with 17.5%, 22%, and 16% local leveraged funds, respectively. Bridges #671233, #671234, and #671235 were ranked as #83, #38, and #39, respectively on the Local Bridge Prioritized Project List for OTIA I funding. Minter Bridge #671234 (ranking #38) received only \$853,506 in OTIA I funds versus the \$1,255,000 requested because it fell in the middle of the local bridge "cut line".

As stated above, Washington County is now requesting \$401,494 OTIA II funds to make up for the OTIA I shortfall for Minter Bridge #671234 for the following reason:

1. It was the County's understanding that if additional OTIA funds became available, for whatever reason, the OTIA funding shortfall for this bridge could possibly be funded.
2. Even though Minter Bridge #671233 ranked significantly below the funding "cut line" at #83, the bridge had to be replaced at the same time as Minter Bridge #671234 due to the close proximity and alignments of both bridges. The total project cost of \$2,209,650 for this bridge is being borne 100% by the County.
3. To make up for the Minter Bridge #671234 OTIA I funding shortfall of \$401,494, some of the local leveraged funding originally slated for Rood Bridge #671235 (ranking #39) had to be shifted to fully fund this bridge in order to keep it in the 2002 construction season schedule.

To remedy the partial OTIA I funding for Minter Bridge #671234, the following options are offered. This, of course, is based on the assumption that the OTC allocates \$50 million to either a Bridge Option or a Bridge and Pavement Preservation Option:

1. Allocate \$401,494 of OTIA II funds to Minter Bridge #671234, or
2. Allocate an additional \$401,494 of OTIA II funds to Rood Bridge #671235 over the \$4,178,800 of OTIA funds originally requested. Ranked at #39, this bridge would be the next to receive local bridge prioritized funding. If funded, the project would be constructed in the 2003 construction season.

In summary, Modernization Projects, Exhibit A, indicates that the combined \$4,244,382 funding from Washington County, its cities, and the private sector will provide 24.1% leveraging for the \$13,362,096 OTIA II requested funds.

Bridge and Pavement Preservation, Exhibit B, indicates that Washington County's \$3,349,900 funding will provide 38.1% leveraging for the combined \$5,402,800 OTIA II Bridge requested funds. Even with the additional \$2,475,422 OTIA II funds requested by the City of Forest Grove for the Highway 8 Rehabilitation Project, the overall leveraging by OTIA II in the combined Bridge/Preservation, Option 3 category would still be 30.1%.

Please refer to the City of Forest Grove, separate letter, to the OTC for more details related to their funding request for the Highway 8 Rehabilitation Project.

Thank you in advance for your consideration on these funding requests. We look forward to continuing to work with the OTC and ODOT to complete OTIA funded projects timely and to help make this program a success statewide.

If you have any questions or need additional information, please let me know or Kathy Lehtola at 503-846-8740 or Jerry Parmenter at 503-846-7820.

Sincerely,



Tom Brian, Chairman
Board of Commissioners

Attachments: Exhibit A
 Exhibit B

c: OTC Members
 Board of Commissioners
 Metro JPACT Members
 Bruce Warner, ODOT
 Kay Van Sickel, Region 1
 Charlie Cameron, CAO
 Ellen Cooper, CAO
 Dave Lawrence, City of Hillsboro
 Vergie Ries, City of Forest Grove
 Betty Atteberry, Westside Economic Alliance
 Don Otterman, City of North Plains

EXHIBIT " A "

OTIA II MODERNIZATION PROJECTS OPTION 1B¹

Applicant	ACT	Project Name	Project Description	Total Cost Estimate	Leverage/ Local Funding	OTIA Funding	Comments
City of Hillsboro	JPACT	Hwy 26/Cornelius Pass Road Intersection Improvements	Realign ramp	\$ 3,750,000	\$ 1,500,000 *	\$ 2,250,000	* Intel \$ 500,000 Hillsboro \$ 500,000 County \$ 500,000 Total \$ 1,500,000
Washington County	NW	Staleys Jct-Hwy 26/Hwy47 Intersection/ Modernization	Redesign intersection	\$ 3,371,714 *	\$ 500,000	\$ 2,871,714	* Revised cost based on County/Region 1 discussion
Washington County	JPACT	Hwy 26: Murray Blvd. to Cornell Rd.	Widen highway	\$ 5,250,000	\$ 400,000 * \$ 359,000 ** \$ 759,000	\$ 4,491,000	County funds being used to "Jump Start" environmental reconnaissance **MSTIP funds contingent on Air Conformity Analysis
Washington County	JPACT	South Leg of SW 209 th at Hwy 8 (TV Hwy) Intersection modification	Intersection	\$ 1,770,764	\$ 885,382	\$ 885,382	Project scheduled for FY 2003-2004 subject to railroad permit
Washington County	JPACT	Glencoe Rd./Hwy 26 Interchange	Realign interchange ramps	\$ 3,464,000	\$ 600,000	\$ 2,864,000	Relieves major truck, vehicle and farm equipment congestion. County \$ 300,000 North Plains \$ 300,000
Totals				\$ 17,606,478	\$ 4,244,382	\$ 13,362,096	Overall Leverage 24.1%

¹ Note: Projects listed in priority order

EXHIBIT " B"

OTIA II BRIDGE AND PAVEMENT PRESERVATION OPTION 3

LOCAL BRIDGE PROJECTS							
Applicant	County/ ACT	Project Name	Project Description	Total Cost Estimate	Leverage/ Local Funding	OTIA Funding	Comments
Washington County	Washington	Minter Bridge Road (Tualatin River Overflow) #671234 ranked#38	Replace bridge	\$ 1,602,250	\$ 347,250	\$ 853,506 (OTIA I) \$ 401,494 (OTIA II) \$ 1,255,000	Both Minter Bridges require construction concurrently. See letter for details.
Washington County	Washington	Minter Bridge (Tualatin River) #671233 ranked#83	Replace bridge	\$ 2,209,650	\$ 2,209,650	\$ 0	
Washington County	Washington	Rood Bridge Road (Tualatin River) #671235 ranked#39	Replace bridge	\$ 4,971,800	\$ 793,000	\$ 4,178,800*	Alternative request for \$ 4,178,800 from OTIA II if \$ 401,494 OTIA I shortfall not funded on Minter Bridge. See letter for details.
Totals				\$ 8,783,700	\$ 3,349,900	\$ 5,402,800	Bridge Leverage 38.1%

PAVEMENT RESTORATION PROJECTS							
City of Forest Grove	JPACT	Forest Grove Highway 8 Rehabilitation Project	Overlay pavement to prepare road for transfer to the City	\$ 2,525,422	\$ 50,000	\$ 2,475,422	See separate correspondence from the City of Forest Grove
Grand Totals				\$ 11,309,122	\$ 3,399,900	\$ 7,878,222	Overall Leverage 30.1%



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

Date: May 3, 2002

To: Kay Van Sickle
Region 1 Manager, ODOT

From: Cam Gilmour
Executive Director

Subject: OTIA-II / Sunnyside Road

I would like to offer a Clackamas County proposal for the use of OTIA-II funds on Sunnyside Road. However, I feel it is important to first reiterate the JPACT recommendations concerning OTIA-I funding for Sunnyside Road.

In JPACT's November 2, 2001 letter to Chairman Corey and OTC members the recommendation from JPACT was to award OTIA-I funds to build Sunnyside Road to 152nd. JPACT recognized the need to build Sunnyside Road to 152nd in order to serve those new areas brought into the UGB and other potential new areas as the UGB may further expand in Damascus.

In January 2002 JPACT passed Resolution 02-3151 which revised previous recommendations for Sunnyside Road to a total OTIA-I funding of \$8.443 million that will build the project to 142nd. The County committed to match these state funds with \$13.256 million of local funds. This revision by JPACT allowed both Sunnyside Road and Boeckman Road to be funded. The Staff Report to the resolution stated the following, *"Approval of this recommendation would complete the funding for the Boeckman Road project. However, it would only complete the funding for the Sunnyside Road project from 122nd to 142nd. It is anticipated that future applications for MTIP funding will be considered for the remaining sections to 152nd and 172nd."*

Based on JPACT's original desire to build Sunnyside Road to 152nd the County offers the following proposal that would enable the project to be built to 152nd:

- | | |
|-----------------|--|
| • \$1.9 million | OTIA-II funds for right-of-way acquisitions |
| • \$2.1 million | County match for construction costs to 152 nd |
| • \$4.0 million | MTIP funding for construction costs to 152 nd |

\$8.0 million total needed

County contributions on Sunnyside Road would total \$15.256 million or 51% of the project which is consistent with our original OTIA application.

Cc: Clackamas County Board of County Commissioners
Jon Mantay, County Administrator
John Rist, DTD



Oregon

DEPARTMENT OF
TRANSPORTATION
Region I
Planning & Development

DATE: May 7, 2002

MEMO

TO: John Rosenberger, ODOT
Kay Van Sickel, ODOT

123 NW Flanders
Portland, OR 97209

CC: Judy Banegas, ODOT
Matt Garrett, ODOT
Jerry Parmenter, Washington County
Dave Lawrence, City of Hillsboro

FROM: Dave Williams

SUBJECT: Region 1 OTIA II Proposal: Modernization

Operating from a \$17.5 million base, the proposal is as follows:

- Projects unchanged from original application:

PROJECT	TOTAL COST	LOCAL CONTRIBUTION	OTIA REQUEST
1. Powell Blvd. – 174 th to Burnside (Gresham)	\$11,250,000.00	\$6,000,000.00	\$5,250,000.00
2. SE 162 nd and Foster Improvements (Portland)	\$4,575,000.00	\$3,075,000.00	\$1,500,000.00
3. Hwy 211/Hwy 213 Intersection (Molalla)	\$1,227,170.00	\$75,000.00	\$1,152,000.00
		Sub Total	\$7,902,170.00

- Project changed from original application:

PROJECT	TOTAL COST	LOCAL CONTRIBUTION	OTIA REQUEST
4. Sunnyside ROW 142 nd to 152 nd (Clack. Co.)	\$8,000,000.00	\$6,100,000.00	\$1,900,000.00

- Local match will be provided for construction, estimated at \$6.1 million (\$2.1 million from Clack. Co. and \$4.0 million from an anticipated MTIP grant). We could condition an OTIA grant for ROW on ClackCo obtaining necessary construction funding.

PROJECT	TOTAL COST	LOCAL CONTRIBUTION	OTIA REQUEST
5. Us 26 – Murray to Cornell (Washington Co.)	\$6,370,634.00	\$1,650,000.00	\$4,720,634.00

The additional \$400,000.00 local match above the \$1,250,000.00 verbally agreed to by WACO will be offset by reducing the local match necessary for the Rood Road Bridge and increasing the OTIA bridge grant by an equal amount.

NOTE: The original WACO application was for \$2,811,634.00 with a \$3,559,000.00 local match.

PROJECT	TOTAL COST	LOCAL CONTRIBUTION	OTIA REQUEST
6. US 26/NW Cornelius Pass Rd. Interchange	\$4,700,000.00	\$1,800,000.00	\$2,900,000.00
		Sub Total	\$9,520,634.00

The project estimate has been increased from the original \$3,750,000. Neither estimate includes a \$600,000 ROW donation by ODOT. The OTIA request is increased from \$2,250,000.00 and the local match is increased from \$1,500,000.

GRAND TOTAL	\$17,422,804.00
--------------------	------------------------



Oregon

DEPARTMENT OF
TRANSPORTATION
Region 1
Planning & Development

DATE: May 8, 2002
TO: JPACT
FROM: Kay Van Sickel
SUBJECT: OTIA II

MEMO

123 NW Flanders
Portland, OR 97209

Unusually low borrowing costs are likely to enable the sale of additional bonds under the Oregon Transportation Investment Act (OTIA). The Oregon Transportation Commission is considering making an additional \$100 million available for what is being called OTIA II.

They intend to retain the 50/50 split between Modernization and Bridge/District Highway Preservation. The OTC also intends to retain the same Modernization distribution percentages among the ODOT Regions. Region 1 receives \$17.5 million in new modernization funds, therefore, under OTIA II.

The OTC has not determined yet the split between bridge and preservation, wanting to look first at the mix of eligible projects. They have decided to suballocate whatever amount is selected for Bridge in the same manner as the previous allocation (e.g., state/local, large bridges).

Bridges selected for funding are to be taken from the previously developed statewide list in priority order.

Region 1 has submitted its two remaining unfunded preservation projects for consideration in the order they were ranked by the selection criteria:

- | | |
|--|----------------|
| ○ Sandy Blvd. – NE 162 nd to NE 207 th | \$1,144,200.00 |
| ○ TV Hwy (OR 8 spur) – Hwy 47 to B St. | \$2,525,422.00 |

Both projects are conditioned upon jurisdictional transfer.

Within Metro, projects Region 1 recommends for Modernization funding were taken from JPACT's list of projects recommended for funding if discretionary funds were available (see Andy Cotugno memo of 10/26/01 to JPACT) with the exception of an amendment to the OTIA I Sunnyside project. One project outside Metro, an intersection improvement in Molalla, is also recommended for funding.

After considerable discussion the OTC is not inclined to put OTIA II funding into the Sunnyside and Boeckman projects, as JPACT recommended. They wish to avoid “backfilling” OTIA I projects, preferring to fund as many new projects as possible while holding to ACT and MPO priorities. In recognition of this coupled with the size and importance of the Sunnyside project, Region 1 is recommending OTC support for Clackamas County’s amendment to their original project, a \$1.9 million acquisition of right-of-way. Region 1 will honor, of course, its \$2 million downstream commitment to the Sunnyside and Boeckman projects as per the Metro/ODOT/ClackCo/Wilsonville agreement.

Region 1 has met with several jurisdictions with candidate projects and has amended some proposals to reflect improved cost estimates or changing financial circumstances. The department has been willing to do this because the economic importance of several of these improvements to the state highway system.

Region 1 recommends the following projects for modernization funding:

PROJECT	TOTAL COST	LOCAL CONTRIBUTION	OTIA REQUEST
1. Powell Blvd. – 174 th to Burnside (Gresham)	\$11,250,000.00	\$6,000,000.00	\$5,250,000.00
2. SE 162 nd and Foster Improvements (Portland)	\$4,575,000.00	\$3,075,000.00	\$1,500,000.00
3. Hwy 211/Hwy 213 Intersection (Molalla)	\$1,227,170.00	\$75,000.00	\$1,152,000.00
4. Sunnyside ROW 142 nd to 152 nd (Clack. Co.)	\$8,000,000.00	\$6,100,000.00	\$1,900,000.00
5. Us 26 – Murray to Cornell (Washington Co.)	\$6,370,634.00	\$1,650,000.00	\$4,720,634.00
6. US 26/NW Cornelius Pass Rd. Interchange	\$4,700,000.00	\$1,800,000.00	\$2,900,000.00
TOTAL			\$17,422,804.00

We ask for JPACT’s endorsement of this recommendation which we believe is consistent with the OTIA process.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE
TEL 503 797 1700

PORTLAND, OREGON 97232 2736
FAX 503 797 1794



METRO

DATE: May 2, 2002
TO: JPACT Members and Interested Parties
FROM: Tom Kloster, Transportation Planning Manager *TK*
SUBJECT: RTP Post-Acknowledgement Amendments

* * * * *

At the June 13, 2002 meeting, JPACT will consider a package of four post-acknowledgement amendments to the Regional Transportation Plan (RTP). These amendments were anticipated during the original adoption of the RTP on August 10, 2000, and represent some of the final steps for completing the document. The first part are technical amendments required by the state through the acknowledgement process. The three remaining parts are the result of studies that were underway at the time the RTP was adopted in August 2000, and where RTP amendments were anticipated in the near future. These amendments include:

Part 1 - RTP Post-Acknowledgement Technical Amendments

On June 15, 2001 the Oregon Land Conservation and Development Commission (LCDC) acknowledged most of the 2000 RTP, with the condition that Metro adopt a series of technical amendments necessary for full compliance with the state Transportation Planning Rule (TPR). These technical amendments are the first component of the proposed post-acknowledgement RTP amendments included in Exhibit 'A' of the upcoming June 13 JPACT packet. JPACT was briefed on the technical amendments in Spring 2001 as part of an update on the acknowledgement process that included a detailed discussion of the proposed changes.

Part 2 - Elderly and Disabled Transportation Amendments

The new *Elderly and Disabled Transportation Plan* recommendations presented to JPACT in July 2001 are the basis for several proposed RTP revisions that will be included in Exhibit "B" of the upcoming June 13 JPACT packet, and are the same as those. These policy amendments would expand the RTP public transportation policies to more fully address special needs transit at the regional and local planning level.

Part 3 - Amendments from the Corridor Initiatives Project

In July 2001, the results of the *Corridor Initiatives Project* were presented to TPAC, JPACT and the Metro Council, with recommendations for refinement studies that would be conducted during the next 20 years, based on extensive technical analysis and a comprehensive set of evaluation criteria. The *Corridor Initiatives Project* recommended a total of 18 refinement studies to be completed over the next 20 years. The work program for completing these studies will be included in the June 13 JPACT packet, and will also be monitored and updated periodically as part of the annual Unified Work Program (UWP) process.

Part 4 - Amendments from the Green Streets Project

The Green Streets project was well under way when the Regional Transportation Plan was adopted in August 2000, and a several potential plan amendments were already identified at that time. Most of the technical work on the Green Streets project was concluded in June 2001, and staff has since worked to package the resulting recommendations from the project in a series of two handbooks:

- *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (Metro, 2002)
- *Trees for Green Streets: an Illustrated Guide* (Metro, 2002)

The design guidelines will serve as the implementation focus of Metro's Green Streets program, and are part of the proposed amendments to the project development requirements of the RTP. The proposed Green Streets amendments also include proposed guidelines design and frequency of stream crossings.

In November 2001, the National Marine Fisheries Service (NMFS) completed their review of the final draft of the Green Streets handbook, and have endorsed it as a series of "safe harbor" practices that are consistent with NMFS goals for fish habitat protection.

Next Steps

These amendments will be presented to JPACT as exhibits to the same RTP ordinance, but will be considered separately to allow members to discuss each in detail, and make tentative decisions on each prior to a final action on the overall set off amendments.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

To: JPACT

From: Chris Deffebach

Subject: High Speed Rail Funding

Date: May 1, 2002

In the annual federal priorities paper, approved in February 2002, JPACT included a request that the congressional delegation support the High Speed Rail Investment Act (S. 250) or similar legislation to fund necessary improvements in high speed rail corridors. At that time, JPACT indicated an interest in sending a letter of support to the congressional delegation for intercity passenger rail funding and taking a more active position on this issue. Several versions of legislation are being discussed at the congressional level and may soon approach the floor for a vote. Attached is a draft letter of support for pending legislation to help fund intercity passenger rail infrastructure. Rather than focus on specific legislation, this letter supports continued investment in intercity passenger rail in general, and in particular, the continued support for Amtrak.

Jason Tell, with ODOT, will briefly summarize the current legislative options and the importance for JPACT to address the congressional delegation on this issue.

The region has already identified rail infrastructure projects that are needed now to improve freight and intercity passenger rail operations. Thomas Picco, with ODOT, will present the preliminary findings from the I-5 Transportation and Trade Partnership study of freight rail capacity. These findings show that the existing rail system is already experiencing delays and that investments in the infrastructure are needed now.



METRO

May 2, 2002

Dear :

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), I am writing to urge your support for continued investment in the intercity passenger rail system. Intercity passenger rail is an important part of the balance of transportation options that we depend on in the Pacific Northwest. Over the last 10 to 20 years, Oregon and Washington have worked together to improve the intercity passenger rail travel times and train frequencies. Please help us not lose ground for what we have worked so hard to support and enable us to take the next step forward in these service improvements.

First of all, we request your support to maintain funding for Amtrak and the operation of the Coast Starlight, between San Diego, California and Seattle, Washington. This route provides the core service on the West Coast. This and other Cascadia Corridor services that Amtrak operates on contract are important to us.

Secondly, we request that you support additional federal funding for infrastructure investments to improve the speed, safety and reliability of passenger rail service. As you know, Oregon and Washington States have invested in infrastructure improvements, train equipment and operations necessary to increase service frequency between Eugene, Oregon and Vancouver, British Columbia. Unlike funding for mass transit, airports, or roads, the states have done this with little federal support. We urge you to bring the federal participation in the passenger rail services up to levels for other transportation modes of national significance.

We want to take this opportunity to emphasize the importance to us of intercity passenger rail service. While much of our discussions at JPACT focus on transportation projects within the Portland/Vancouver region, we also recognize the significance to our region of connections between cities by air, rail and highway. We urge you to increase the federal support for passenger rail services to levels consistent with other modes.

Sincerely,

Rod Monroe
Chairman, Joint Policy Advisory Committee on Transportation (JPACT)
Metro Councilor, District 6

Last Name	First	Courtesy	Title	Organization	Mail Address	City	State	Zip
Blumenauer	Earl	The Honorable	Representative	US House Of Representatives	1406 Longworth House Office Building	Washington	D.C.	20515
DeFazio	Peter	The Honorable	Representative	US House Of Representatives	2134 Rayburn House Office Building	Washington	D.C.	20515
Hooley	Darlene	The Honorable	Representative	US House Of Representatives	1130 Longworth House Office Building	Washington	D.C.	20515
Smith	Gordon	The Honorable	Senator	United States Senate	404 Russell Senate Office Building	Washington	D.C.	20510
Walden	Greg	The Honorable	Representative	US House Of Representatives	1404 Longworth House Office Building	Washington	D.C.	20515
Wu	David	The Honorable	Representative	US House Of Representatives	1023 Longworth House Office Building	Washington	D.C.	20515
Wyden	Ron	The Honorable	Senator	United States Senate	516 Hart Senate Office Building	Washington	D.C.	20510
Baird	Brian	The Honorable	Representative	US House Of Representatives	1721 Longworth House Office Building	Washington	D.C.	20515
Cantwell	Maria	The Honorable	Senator	United States Senate	717 Hart Senate Office Building	Washington	D.C.	20510
Murray	Patty	The Honorable	Senator	United States Senate	173 Russell Senate Office Building	Washington	D.C.	20510

Statement for the Record

Congressman Earl Blumenauer

Subcommittee Mark-Up of HR 2950 and HR 4545

May 8, 2002

First, I would like to thank the Chairman and Ranking Member for their hard work and patience in taking a step back and allowing more time to improve both bills before us today. Both bills demonstrate a significant funding opportunity for passenger and freight rail in this country. It is critical that Congress provide the needed leadership and commitment to our nation's rail infrastructure. Amtrak faces a funding crisis that could result in loss of service this summer if we fail to act in a timely fashion and provide the level of funding necessary to maintain operation and ensure safety.

The scope of rail investment that we are considering in both bills reaches into the tens of billions of dollars. I appreciate your leadership in helping redraft legislation to provide improved funding tools for rail investment and to authorize the funding to keep Amtrak moving for another year. I am hopeful that we can continue to work in a bi-partisan fashion to secure important rail labor provisions in HR 2950.

Developing a national high-speed rail system will require a stronger partnership between Congress and state and local governments. Are state's ready for this partnership?

Absolutely. Some states, like Oregon, have already shown that they are up to the task and have begun investing in high-speed rail development on their own. It is high time that the federal government became their financial partner.

Since the designation of the Pacific Northwest High-Speed Rail Corridor by the Secretary in 1992, Oregon has expended in excess of \$24 million for train operations and the purchase of rolling stock. State and local governments have invested more than \$7 million in the restoration and upgrading of train stations in Portland and Salem. In addition, local governments in Albany and Eugene have committed in excess of \$3 million to upgrade their train stations. State and private railroads have expended another \$15 million on track and signal improvements on the corridor. That's a total of more than \$50 million in state, local and private investment to bring high-speed rail to our state.

I greatly appreciated the assistance of Committee Staff with including some small provisions to the Substitute Amendment on HR 2950, RIDE-21 that will make an important difference for Oregon and many of the states that have already made a commitment to high-speed rail. Specifically my provisions add new criteria that recognize state and local commitment to high-speed rail by the Secretary when prioritizing the limited amount of federal investment that will become available as a result of this bill.

The first additional selection criteria directs the Secretary to give priority consideration to projects where all environmental work has already been completed and the project is ready to be obligated. This makes good investment sense and will ensure that projects that are ready to go can immediately be advanced and construction begun.

The second added selection criteria directs the Secretary to give additional priority consideration to projects advanced by sponsors that have shown a financial commitment to high speed rail by providing or proposing state and local funding contributions. This criteria recognizes and rewards those states - like my own and a handful of others in the country - that have already been investing in high-speed rail corridor improvements.

While I fully support both of the bills before the Subcommittee today, I am concerned that we are not going far enough with either. Our country is at a critical juncture in regards to our rail infrastructure that is the result of several decades of underfunding. The crisis facing Amtrak should come as no surprise to anyone in this body where we have failed to provide even half of the yearly funding authorized for our national passenger rail.

Similarly, too many of our shortline railroads are running on track that is in serious need of funding for maintenance and upgrades to improve safety and traveling speeds. Our Class I railroads face a similar struggle given the lack of significant Federal investment in rail. In Oregon alone, we need \$15 million for immediate track improvements. HR 2950 provides important new tools for states and railroads to invest in high speed, passenger, and freight rail. While this is an important step, it is still a far cry from providing a significant, dedicated federal rail investment. Likewise, while we are authorizing Amtrak for an additional year, important questions about the future of national passenger rail are left unresolved.

To date, our national rail policy has largely been one of go it alone. In 1997 Congress mandated Amtrak to be self-sufficient by 2003. This is an absurd requirement and one that we do not ask of any other mode. On the contrary, the Federal government alone will spend \$33 billion on highways this year and \$17 billion on aviation. Given the federal government's absence, many states and communities have stepped forward to provide funding to keep our rails moving. They recognize rail transport as a cost-effective and efficient means of transporting good and alleviating congestion on our roadways and airports. They understand that for many rural areas rail is the most viable option of transporting freight, and they recognize that for millions of Americans rail transport is an attractive means of travel.

I support the bills before this Subcommittee today, and am hopeful that we will not stop here but will work to develop a much-needed, long-term national rail investment policy.

Rail Capacity Analysis: Portland/Vancouver Region

**Background presentation for the
I-5 Transportation and Trade
Partnership**

Open Houses/Community Forum

May/June 2002

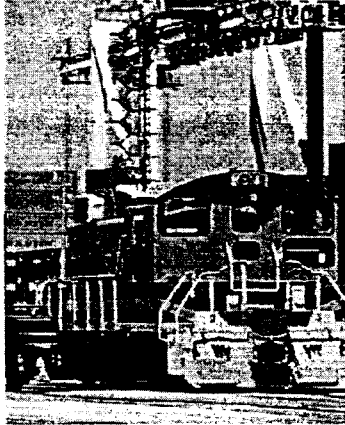


**Portland-Vancouver is a key
transportation hub:**

**Portland-Vancouver and Beyond
May 2002**

Slide 7

Rail is a critical component



- Two transcontinental railroads
 - Union Pacific (UP)
 - Burlington Northern/ Santa Fe (BNSF)
- Amtrak service
- Several switching railroads and shortlines

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 3

I-5 Rail Capacity Study

- What is the capacity of the Portland-Vancouver rail network to meet present and future freight and passenger needs?
 - Is capacity sufficient to accommodate present and future rail freight needs? **NO**
 - Is there sufficient capacity to support future development of the Ports of Portland and Vancouver? **NO**
 - Will there be capacity to support increased intercity passenger service from Eugene to Portland to Seattle? **NO**

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 4

- What improvements are needed in the rail network to assure adequate capacity now and in the future?
 - There are some relatively low-medium cost solutions that can significantly improve existing capacity.
 - In the long term major improvements will be needed to accommodate growth of both passenger and freight.
- What happens if rail capacity does not increase?
 - Shipping costs will increase and reliability will decrease. Rail shippers will be forced to divert traffic, change modes or relocate.
 - Intercity passenger service cannot grow.

Presentation Outline

- Rail Capacity Analysis
 - Background and System Description
 - Capacity Assessment
 - Future Growth
 - Conclusions to Date
- Open Discussion

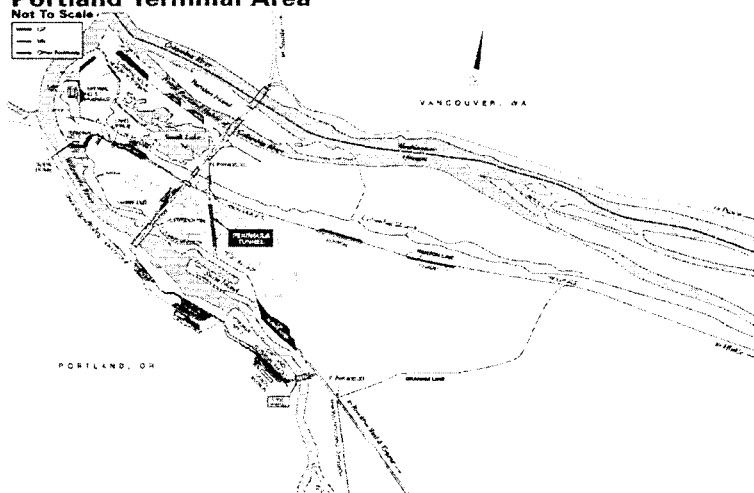
Capacity Analysis:

Background and System Description

Portland/Vancouver Rail Network

Portland Terminal Area

Not To Scale



*I-5 Transportation and Trade Partnership
May 9, 2002*

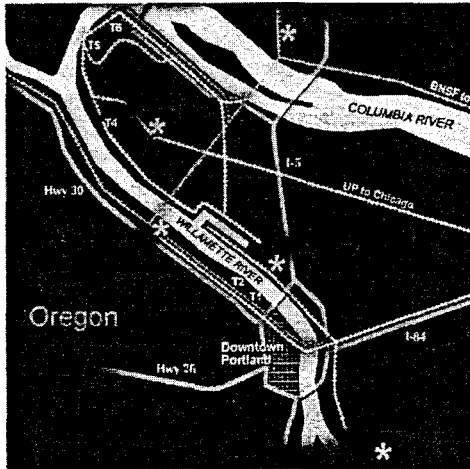
Slide 8

Current Situation:

- The region contains five major rail yards, and numerous lesser yards and port terminals.
- The region's rail system serves the state's largest collection of industrial customers.
- The region's rail system accesses a major deep draft ocean port.

- Passenger service (Amtrak/Cascades) operates over private freight railroad tracks.
- Two transcontinental railroads (BNSF and UP) and Amtrak operate over the BNSF Columbia River bridge.

BNSF and UP Systems in Portland/Vancouver



63 freight trains and 10 Amtrak trains per day cross the BNSF bridge

Freight trains projected to reach 90 per day in 20 years.

Long range passenger service plan calls for 26 trains per day

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 11

Capacity Analysis

The Simulation Model

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 12

Model Summary

The simulation includes:

- Trackage between Tacoma, Vancouver, BNSF McLoughlin, UP Sandy, UP Canby, and all of Portland
- There are 96 consecutive hours modeled, “Noon Wednesday” to “Noon Sunday”
- There are 593 trains in the simulation: 38 Amtrak; 270 BNSF, 285 UP
- Freight trains include 291 through trains and 264 locals and switchers

Initial Modeling:

- 2001 Base
 - 2001 volumes on the existing system
- 2001 with “incremental improvements”
 - Same train volumes, PLUS
 - Incremental system improvements that were agreed as necessary by railroads and states.

Summary Measures 2001 Base (96 hours)

Measure	Freight	Passenger
Average Speed	12.3 mph	42.3 mph
Hours of Delay	402 hrs.	1.9 hrs.
Delay Ratio	18.2%	minor

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 15

Freight Congestion Comparisons

Measure	Portland/ Vancouver	Chicago
Freight Trains	555	1977
Passenger Trains	38	1542
Average Speed	12.3 mph	12.5 mph
Hours of Delay	406.5 hrs.	813.0 hrs.
Delay Ratio	18.2%	20.0%

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 16

Summary Results

- The system is saturated:
 - Significant congestion slows freight trains
 - Less impact on passenger trains
 - Narrow corridors restrict alternatives
 - Large number of local and yard trains necessary to serve area industry also increase congestion

- Congestion affects long term commercial viability
- To make it viable, performance must be improved
- Improved capacity must accommodate future growth

The Incremental Solutions

- Projects selected were:
- Agreed by railroads, ports, and state DOTs as viable if funding were available, and
 - Already well into planning or development, or
 - Operational or relatively low cost, and
- Total cost of all incremental improvements would be about \$100 million

Principal Incremental Improvements

- Two-main track bypass around BNSF's Vancouver Yard.
- Revised crossovers and higher turnout speeds at North Portland Junction.
- Second main track and increased track speeds between N. Portland Junction, Peninsula Junction, and Fir on UP's Kenton Line.

Principal Incremental Improvements

- Expanded capacity and longer tracks at Ramsay and Barnes Yards.
- Connection in the SE quadrant at E. Portland between UP's Brooklyn and Graham Lines.

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 21

Freight Comparisons for 2001 Base with Incremental Improvements

Measure	2001 Base	2001 Base with Improvements
Average Speed	12.3 mph	13.7 mph
Hours of Delay	402 hrs.	226 hrs.
Delay Ratio	18.2%	11.3%

*I-5 Transportation and Trade Partnership
May 9, 2002*

Slide 22

Capacity Analysis:

Future Growth

I-5 Trade Corridor Growth of Freight Trains Impact of Alternative Growth Rates

Growth Factor	Growth Rate	10-year Result		Years to equal
		Total Trains	New Trains	10-year result of 3.25% growth
Base 2001		291		
10-Year Growth Rates				
Commodity allocation with absorption	1.10%	338	47	29.2
Tonnage growth from density charts 1989-1999	2.10%	358	67	15.4
Commodity allocation without absorption	2.60%	376	85	12.5
POP/Metro Rail Commodity Projections	2.87%	386	95	11.3
Oregon/Washington Tonnage Growth ('96-'00)	3.00%	391	100	10.8
Standard UP Planning Percentage	3.00%	391	100	10.8
Hybrid Forecast	3.25%	401	110	10.0
Standard BNSF Planning Percentage	3.50%	410	119	9.3
Oregon/Washington Car Loads Growth ('96-'00)	4.20%	439	148	7.8

**I-5 Trade Corridor
Summary of 96 Hour Freight Train Forecast
for 10-year Base Case**

Train Type	Base	10-Year Forecast	
	2001	Number	Annual Growth Rate
Intermodal	83	122	3.9%
Auto	13	19	3.9%
Priority Merchandize	23	29	2.2%
Merchandise	98	122	2.2%
Grain- loaded	25	35	3.4%
Grain- empty	17	23	3.2%
Other Unit	32	51	4.9%
Total	291	401	3.25%

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Slide 25

Passenger Train Forecasts

	Daily Crossings of Columbia River Bridge
Base 2001	10
Expanded Base	18
Full Build Out	26

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Slide 26

Capacity Analysis:

Conclusions to Date

Conclusions to date:

- The system is already congested
- A series of relatively low-medium cost improvements could add significant capacity.
- However:

- Growth will eventually:
 - Constrain the ability to manage further passenger expansion
 - Require major improvements to the network
- A major improvement could require:
 - Additional bridge capacity
 - Separation of passenger and freight operations

Work still needed:

- Testing growth assumptions against the incrementally improved system
 - How long before new capacity is “used up”
 - Freight
 - Passenger
- Better understanding of needed future capacity improvements

Incremental Rail Capacity Improvements

I-5 Transportation and Trade Partnership- Rail Capacity Analysis




No.	Proposed Improvements	Cost Range
1.*	A two-main track bypass around BNSF's Vancouver Yard, from approximately N. Vancouver to a connection with the Fallbridge Subdivision east of the passenger station.	>\$20M
2.	Increased track speeds across the movable river spans.	<\$10M
3.*	Revised crossovers and higher turnout speeds at North Portland.	\$10M - \$20M
4.*	Expanded capacity and longer tracks at Ramsey and Barnes yard.	<\$10M
5.*	A second main track and increased track speeds between North Portland, Peninsula Junction, and Fir, on UP's Kenton Line.	\$10M - \$20M
6.	A connection in the southeast quadrant at East Portland between UP's Brooklyn and Graham lines.	<\$10M
7.	Increased track speeds between UP Willsburg Junction and UP Albina.	<\$10M
8.	Extension of two main tracks from Willsburg Junction to Clackamas.	\$10M - \$20M
9.	An upgraded "Runner" or River Lead between Albina and East Portland, and a second track through the East Portland interlocking connecting the Seattle and Brooklyn Subdivisions.	\$10M - \$20M
10.	An added controlled siding on the UP Graham Line at Rockwood, west of Troutdale.	<\$10M

Total estimated costs of proposed incremental rail improvements approximately \$100M.

*Improvements that appear to have most significant impact on performance of rail network.

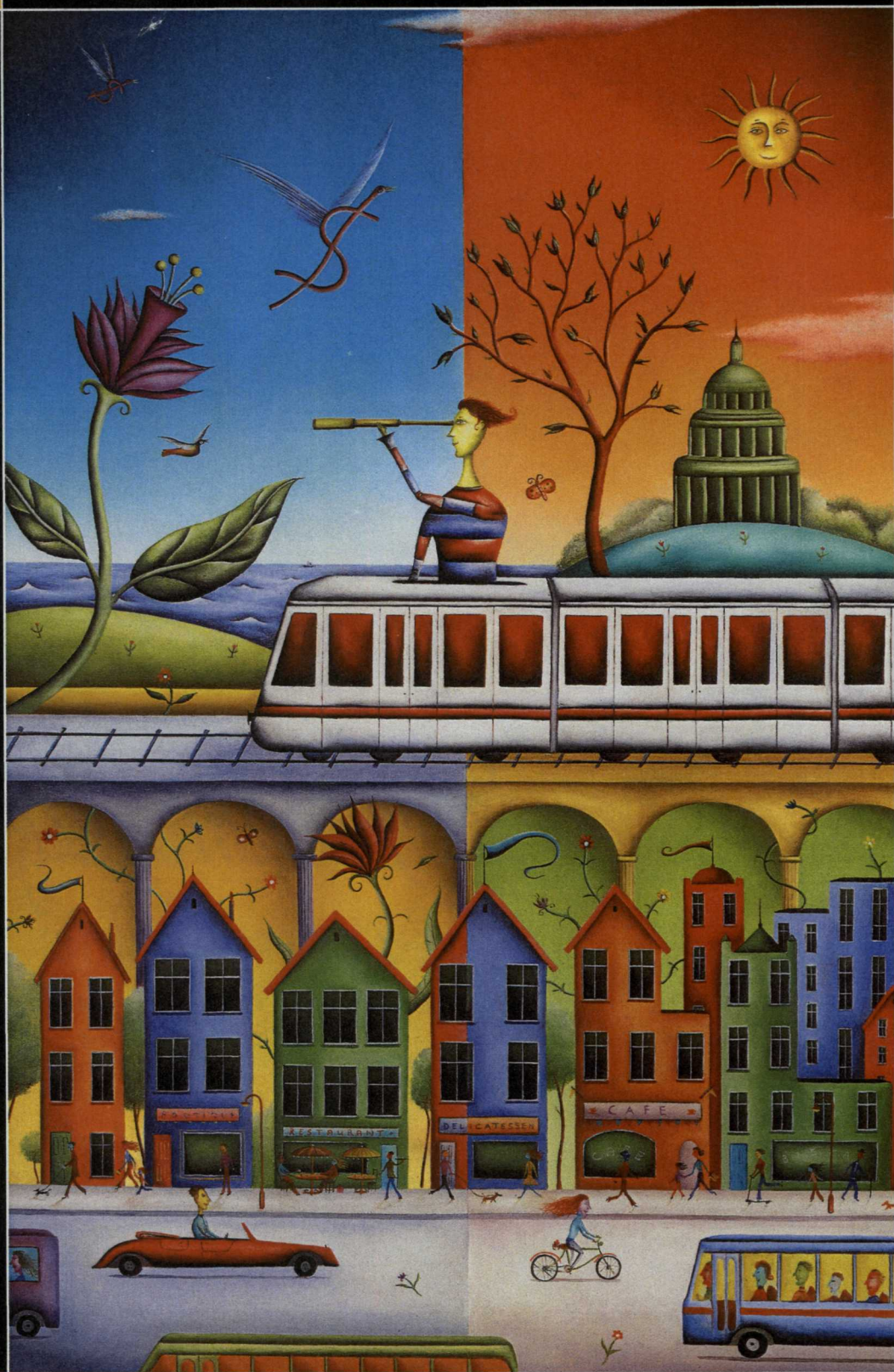
Portland Terminal Area

Not To Scale

	UP
	BN
	Other Railroads



Building
Livable
Communities
with
Transit



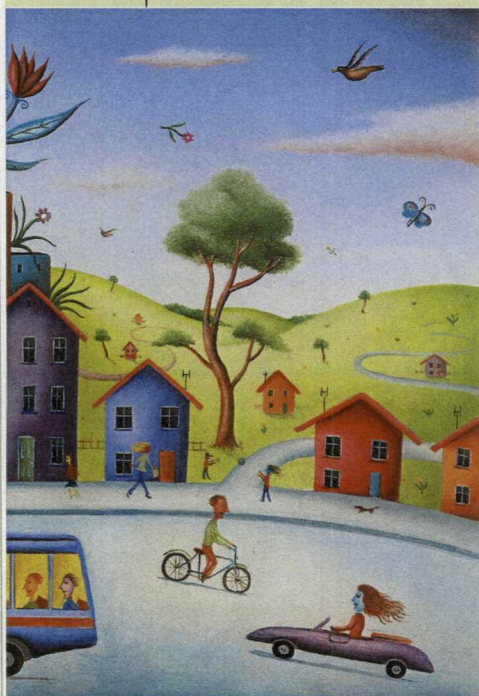
Rail-Volution

October 3-6, 2002
Washington, D.C.

investments shaping returns

October 3-6, 2002 ■ Washington, D.C.

There's no better setting for an invigorating, practical discussion about creating livable communities than our nation's capital. Like the conference itself, the Washington, D.C. region has a great deal to offer: opportunities to meet directly with federal decision-makers, a world-class transit system with a ridership increase of 28 percent during the past three years, innovative public-private partnerships that have fostered a surge in



economic development opportunities, a rich tapestry of cultural and historical opportunities, and a series of diverse small communities facing the same challenges as many other American cities. ■ Rail-Volution 2002 - our 8th national conference - will feature innovative minds from a variety of disciplines, including developers, elected officials, urban planners, transportation professionals, financiers, citizen groups, architects and others. Conference attendees are guaranteed to take home a sense of renewed energy, fresh ideas and a portfolio of new strategies that will serve as a springboard for new solutions. ■ Together, we'll learn and refine workable strategies for building more livable communities. Share your knowledge and discover what other cities and regions are doing. Invest your time, your energy, your knowledge - your community will reap the benefits.

w a s h i n g t o n , D . C .

rail-volution 2002 focuses on investments - with its myriad of meanings - and how those investments can reap tangible, innovative results. ■ Here are some of the ways this year's conference will help you explore the issue of "investing" in your community.

The Resources

Learn what funding structures already exist, how to use them more strategically, and what new mechanisms may become available. Discussions will focus on the basics of available resources, existing finance policies, incentives that can be developed, and yes, even the regulations that we can institute. Learn how to piece together several small pots of money into one larger pot. Become a wise investor for your community.

The People

How do we, as advocates of livable communities, work effectively with citizens to hear their concerns, convince them that density isn't a four-letter word, and together reach a community consensus? Hear from speakers - and talk with colleagues - about how they have been successful in motivating people to invest their time and energy toward reaching a common goal.

The Land

Development and market trends come and go, but the land itself remains as a constant reminder that we are its stewards. How do we ensure that smart growth stays with the land and doesn't disappear if the development changes? How do we convince people to invest in the greater community good by using land wisely?

The Partnerships

More and more cities are learning that community buy-in, both in terms of finances and consensus, must involve a blend of perspectives, backgrounds and expertise. What are strategies for bringing together diverse ideas, beliefs, cultures, businesses, organizations, agencies, and people - and then smoothing the way so there is a positive result?

The Options

Effective livable communities have learned that the worst strategy is to tell people they must get out of their cars. The wiser and more responsible policy is to create appealing, workable travel choices such as: walking, bicycling, buses, light rail, commuter rail, inter-city rail, and car sharing. What are some strategies that communities can consider when investing the time, money and political capital to provide travel choices? How do we make sure those travel options work effectively with land-use decisions and vice versa?

workshop topics

raIL~voLution 2002 features more than 60 workshops, covering a wide range of topics. Here are just a few of the types of topics that will be covered. ■ detailed information about specific workshops will be posted on the website (www.raILvoLution.com) as it becomes available. ■ workshop descriptions also will be outlined in the conference program.

Creating a sense of place

Developing livable communities requires much more than just the requisite sprinkling of stations, sidewalks and storefronts. A truly livable, vibrant community possesses a sense of place and its own self-contained character. Learn about urban design tools that can help paint that all-important sense of place. Also hear from communities that have succeeded in accomplishing that goal - whether their projects involved infill, greenfield sites, public plazas, safety issues and more.

If you build it, will they come?

What happens if you build the perfect TOD, but the market doesn't yet support your specific location? Hear from investment analysts and developers about national marketing trends for TODs, explore projects that have overcome a questionable market,

and learn some viable marketing strategies such as providing financial incentives and project phasing.

Convincing a reluctant public

Nothing will blow your carefully calculated timeline out of the water faster than a public that doesn't see eye-to-eye with your vision for a transit-oriented project. How do you successfully mesh opposing viewpoints without sacrificing community goodwill or a commendable project? Experience the tales of those who have waged some hard-fought battles. Hear what worked and what didn't. Learn strategies for anticipating - and adjusting for - potential criticism or reluctance.

Trends in smart growth

As more communities learn the value of using land wisely, interesting trends emerge. Learn how some communities find that commuters are abandoning their

cars and relying solely on transit and other alternative types of transportation. Who are these auto-advocates-turned-transit-trendsetters, and how do we entice others onto the bandwagon? Also hear about an old idea that is beginning to re-emerge: the streetcar. How is streetcar-oriented development different from transit-oriented development, and what are some of its successes? And hear how some big-box retailers are adopting a new "urban attitude" by placing their stores in smaller, bi-level, mixed-use developments.

Forging strong coalitions

It's no secret that the community that coalesces together gets funded together. The timing now is particularly important, as the debate for reauthorization for

informative sessions

TEA-21 funds is well under way. Learn who the major funding players are, how your community can partner with other organizations, where to go for new authorization strategies, and how flexible funding between programs can be used to their full advantage.

Overcoming obstacles

Let's say your community has a stellar livability project on the drawing board, but you have a sinking feeling everyone won't share your enthusiasm, at least not right away. How do you rein in potential obstacles before they stampede out of control? Learn from experts who have been in the trenches as they discuss their successful - and failed - strategies to campaign for local funding sources. Hear from developers about how they convinced neighbors and businesses that infill can bolster an area. Find out how communities such as Washington, D.C. have leveraged mitigation efforts.

The ABCs of funding

Take a comprehensive look at the variety of fund sources and partnerships that are being formed to finance transit-oriented development, including private and non-profit organizations, traditional

debt-equity sources, and innovative state and regional programs. Remember that there is life outside of TEA-21: learn how a variety of programs can be used to help fund neighborhood revitalization.

A TOD for whom?

Affordable housing and high capacity transit advocates are natural allies. Yet, we seem to speak different languages, operate separate programs, and draw public and private funds from entirely different sources. Hence, we need to understand better our respective goals to be successful in serving our local communities and regions - including the most vulnerable people in our communities. Learn about local, regional and national perspectives on the short- and long-term impacts of new transit stations and their accompanying development.

Walking toward livability

The notion of walking isn't a new one. It's an old idea that is experiencing new energy, a revived public conscience, and a nod toward innovative thinking. Learn how pedestrian-oriented development can be most effective - whether it's the one-quarter mile surrounding a central core's transit station or the mixed-use projects in the suburbs.



The role of housing and transit

It's only natural that transit and housing go hand-in-hand. Attractive housing options can make or break a TOD, and people want to live in mixed-use areas with everyday amenities close at hand. However, there still are obstacles to overcome. How can we pool our resources, whether public, private or both, so that transit and housing complement each other? What are examples of innovative partnerships that meet both redevelopment and transit goals? How do we ensure that there is a diversity of housing types and prices in a mixed-use area? Finally, how can we convince neighbors and financiers that affordable housing is positive for the community?

mobile workshops

What better way to see Washington, D.C. and the surrounding region than up close and personal? The conference offers a series of mobile workshops that allows participants to see and visit various transit-oriented projects. To participate in a mobile workshop, you must pre-register and pay an additional fee. Register by using the form on page 15. The conference also includes several self-guided tours. Check in at the mobile workshop area for tour descriptions, maps and directions.

1. Bike Washington

Explore Washington, D.C. while biking down the paths, boulevards and side streets. This tour will highlight the city's bike trails and routes and demonstrate their role in the Washington region's commuter network. Host for this event is the Washington Area Bicyclists Association.
Sunday, Oct. 6, 8 am - noon
Cost: \$30 (includes bike rental)

2. Remembering a Forgotten River: Reviving the Anacostia Waterfront

Few visitors to the nation's capital realize that Washington is actually a waterfront city. Many people know of the famous Potomac River, but our other river - the Anacostia - is often forgotten. This past year, a landmark partnership among federal agencies, local and regional government agencies, and community residents and activists helped revive this forgotten asset and revitalize the neighborhoods along the river corridor. This tour will give participants the opportunity to see the city from the water as they paddle the Anacostia River in canoes and see the amazing wildlife that lives in the heart of the District.
Saturday, Oct. 5, 8 am - noon
Cost: \$30 (includes canoe rental)

3. A Tale of Two Neighbors: The New Convention Center and the Old Neighborhood

Come see economic development in progress. The new Washington Convention Center, scheduled to open in the spring of 2003, is an extension of the ongoing downtown revitalization effort and has been designed to link closely with public transportation. Workshop participants will learn about the controversy surrounding the projects - namely, that community leaders and activists have expressed concerns about gentrification. Come see first hand the District's largest public works project since the city was first constructed, as well as the convention center's integration into the urban core.
Thursday, Oct. 3, 10 am - 12:30 pm
Cost: \$25

4. Urban Renewal Gets a Second Chance: A New Neighborhood in the Old City

Site of one of the nation's early urban renewal efforts, the near southeast neighborhood of Washington has been an odd collection of enclaves: the historic Washington Navy Yard, the largely vacant Southeast Federal Center, and the isolated Arthur Capper and Carrollsburg public housing complexes. Today the neighborhood is getting a chance

mobile workshops

to reinvent itself. Major federal investments contribute to this change, including: the consolidation of more than 5,000 defense jobs to the Navy Yard; a \$35 million HUD grant to redevelop public housing into a mixed-income community; the Department of Transportation's decision to locate its new headquarters building in the neighborhood; and landmark legislation to permit private development on the Southeast Federal Center site. All of this is occurring just blocks from the U.S. Capitol Building. Participants will meet the many stakeholders and partners in this waterfront renaissance.

Thursday, Oct. 3, 1 pm - 4 pm

Cost: \$25

5. From Riots to Revitalization: Columbia Heights

In April 1968, the Columbia Heights neighborhood of Washington literally was a racial hotbed - as evidenced by a major fire brought on by riots. After the smoke cleared and the ashes cooled, many residents fled the community for the perceived safety and calm of the suburbs. In the years since, the neighborhood traditionally has been an affordable haven for the District's black working class and immigrants from around the world. Today this multi-cultural neighborhood is on fire again - this time because of a

hot housing market. New plans to redevelop the corridor are under way. As a result, the neighborhood still has many challenges to face, including: skyrocketing property values, affordable housing, historic preservation, economic revitalization and the relationship with regional growth issues.

Thursday, Oct. 3, 1 pm - 4 pm

Cost: \$25

6. The New U: Arts, Culture and Community

Once known as the "Black Broadway," U Street and lower 14th Street, NW have become a hub for cultural activities in Washington. Music, art, fine dining and theater now thrive here.

A walk along the heritage trail in Duke Ellington's old neighborhood will show the effects of a strong real estate market, coupled with a new Metrorail station and government center, on a struggling commercial corridor. Heritage tourism and special zoning also have helped this emerging cultural district, but challenges relating to new growth and investment still persist.

Saturday, Oct. 5, 9 am - noon

Cost: \$25

7. Two Doors to Tenleytown

In most cases, there's no middle ground when it comes to a TOD - neighbors either love it or hate it.

Even in urban communities such as the District of Columbia, neighbors frequently oppose any TOD or redevelopment proposal regardless of its attributes for the community. The Tenleytown neighborhood of D.C. offers two ends of the spectrum - both literally and figuratively. Located at either end of the Metrorail station, these two TODs were completely different in their reaction from neighbors. One project involved a bitterly fought proposal for two dozen townhouses, in which only six ultimately were approved. The other was a multi-story, mixed-use project with offices, retail and more than 30 apartments - and the full support of neighbors. The difference was all in the approach. Come tour the finished mixed-use project with the architect and neighbors and learn how one team successfully worked with the community from day one.

Thursday, Oct. 3, 10 am - 12:30 pm

Cost: \$25

mobile workshops

8. Kentlands, Lakelands, and King Farm: New Urbanism in a New Context

Built on 352 acres in Gaithersburg, Maryland, the Kentlands is a national model for traditional neighborhood design - with plenty of opportunities for neighbors to walk, gather and talk to one another. The homes at Kentlands come in a wide variety of sizes and styles - designed to complement one another and to serve the different housing needs of a diverse population. The community also has a unique blend of big box and main street type retail. Lakelands is immediately adjacent to the Kentlands and shares many of the same design elements.

Just down the road in Rockville is another model traditional neighborhood development - King Farm. Located on 430 acres, King Farm will have 3,200 residential units, about 3 million square feet of Class A office space, and a 120,000 square-foot shopping center. In addition, King Farm has more than 100 acres of parks and open space and offers a shuttle service for its residents.

Thursday, Oct. 3, 8 am - 5 pm
Cost: \$25 (lunch included)

9. Those Who Control the Water - Frederick, Maryland

Caught between its historic, small town character and the pressures of development, the city of

Frederick is bringing new life to its downtown area with the help of a new commuter rail line to Washington, D.C. Even better, the city of Frederick and the U.S. Army Corps of Engineers have teamed up to tame the flood-prone Carroll Creek and make several new parcels available for economic development right around the new Maryland Rail Commuter (MARC) station. Meet Frederick's civic leaders and hear their story.
Thursday, Oct. 3, 10 am - 3 pm
Cost: \$25 (includes lunch)

10. Alexandria Old and New: the Good, the Bad, the TOD and the TAD

A thriving mixed-use commercial and residential center, Old Town Alexandria still exhibits many of the traditional community characteristics sought by New Urbanism. As this historic community continues to develop, new opportunities and challenges abound. Participants will visit traditional and new developments in and adjacent to Alexandria, including Old Town, King Street Station, Braddock Road Station and Potomac Yards. The tour will provide an opportunity to compare and contrast transit-oriented development versus transit-adjacent development. Discussion will

focus on how development can incorporate features that better leverage transit investment, as well as techniques for a successful TOD. Participants will view projects in various states of implementation, illustrating "before and after" and the role of different transit investments in shaping alternative futures. As part of the tour, participants will ride the Metrorail Yellow Line.

Thursday, Oct. 3,
2:30 pm - 4:30 pm
Cost: \$25

11. Desirable Density in the Suburbs: Clarendon and Courthouse Transit Neighborhoods

Thirty years ago the Rosslyn/Ballston corridor was the site of pawnshops, rail yards, oil storage facilities, gas stations, bars, a few apartment complexes, and an occasional supermarket and drug store. Since then it has experienced the most dramatic change in northern Virginia. Through Arlington County's innovative zoning techniques that encourage developers to build projects compatible with the county's site plan, the corridor has seen a flurry of flourishing TODs and public-private investments. Economic and residential development is occurring on a grand scale, including new infill shopping areas within neighborhoods, new styles and

mobile workshops

choices of housing that blend with older live-work buildings, and greater accessibility to transit. This tour starts at the transit corridor's Courthouse Station and ends at the Clarendon Station.

Thursday, Oct. 3, 10 am - 2 pm

Cost: \$25 (lunch included)

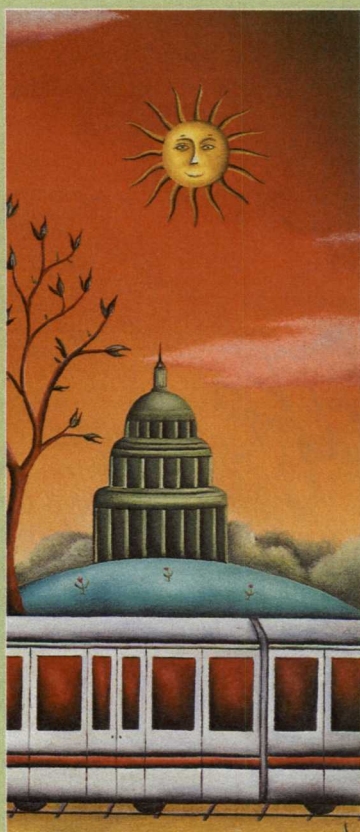
12. New Towns: the Evolution of Reston, Virginia

Located in one of the fastest growing corridors in the metropolitan area, Reston has been around only since the 1960s. The new kid on

12

the block has evolved from a small hamlet located in the northern

Virginia countryside to a thriving community of more than 60,000 residents and 40,000



jobs. Its ever-expanding town center rivals most medium-sized cities. The Metrorail system is planned to extend through the area with three rail stations located in Reston. As part of this mobile workshop, local experts will discuss the new town from its inception to contemporary land use and development decisions.

Thursday, Oct. 3, 9:30 am - 2 pm

Cost: \$25 (lunch included)

13. Franconia/Springfield: New Station = New Communities

The Franconia/Springfield Metrorail Station is part of the Joseph Alexander Transportation Center - where Metrorail, Metrobus, Fairfax

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Connector, Virginia Railway Express and Greyhound bus services all meet. The station is located at the edge of the Springfield Mixing Bowl, a 12-year construction project designed to remedy one of the east coast's most dangerous interchanges (I-95 and the Washington Beltway). This tour will give participants an opportunity to see how growth in the county, as well as access to various transportation choices, has influenced the surrounding area. This tour shows both the good and bad sides of development.

Thursday, Oct. 3, 10 am - 2 pm

Cost: \$25 (lunch included)

14. How TODs are Refocusing Growth in Baltimore

The renaissance of downtown Baltimore's West Side and a new mixed-use development and

14

planned arts district in midtown Baltimore all begin with connections to rail transit. Join us on a tour of several TOD projects in Baltimore, beginning with a ride on the MARC commuter train that links Baltimore and Washington. Then take Baltimore's Metro subway and central light rail to see how new residential and office areas, as well as two university centers, are springing to life through public and private investments. Learn more about the importance of TOD marketing efforts and take an up-close tour of Oriole Park at Camden Yards. **Thursday, Oct. 3, 8 am - 5 pm**
Cost: \$25 (lunch included)

symposia

Here's your chance to roll up your sleeves and learn in-depth information that will help your community reach its livability goals. Space is limited in these symposia, so sign up now. Please indicate which symposium you would like to attend on the registration form on page 15.

New Urbanism 101

This session is designed for attendees who want to learn about the principles behind New Urbanism. Founders and long-time members of Congress for the New Urbanism (CNU) will present a primer on the principles of New Urbanism, including a look at exemplary projects from around the country and cutting-edge implementation strategies. This all-day seminar will address all scales of commu-

nity building, including those at the neighborhood level as well as those with a more regional context. In addition, there will be a transportation and livable streets session designed especially for Rail-Volution attendees.

Presented by the Congress for the New Urbanism

Thursday, Oct. 3, 9 am - 4 pm

Cost: \$150

Bringing Rail Transit to Your Community: Avoiding Pitfalls and Addressing the Critics

Making rail transit a reality can be a road filled with obstacles. Discover how others have overcome challenges to bring rail transit to their neighborhoods. Learn how you can successfully follow in their tracks. Hear experts talk about project finance, the federal project approval process, negotiating with freight railroads and more. Learn how to respond effectively to critics and make sure your transit-investment arguments are accurate and convincing.

Presented by New Starts Working Group, Parsons Brinckerhoff, and North American Bus Industries

Thursday, Oct. 3, 8 am - 4:30 pm

Cost: \$100

Advocacy on the Hill - Effective Skills and Strategies

TEA-21 federal funding, which provides billions of flexible dollars, is up for renewal. It's critical that supporters of public transportation and other livability programs know how to make their voices heard in the re-authorization debate. This training session will include presentations and hands-on exercises that will make your visit to Congress more effective. You'll learn the basics about TEA-21 and then put this knowledge to work by crafting overall messages for your visits to policy makers. You will plan and role play a visit to a skeptical policy maker, define your meeting participants' roles, and present your views.

Presented by Odyssey, an organization dedicated to promoting equitable, efficient transportation choices that build healthy communities and improve people's lives.

Thursday, Oct. 3, 9 am - noon

Cost: \$15

special events

opening reception

Thursday, October 4

6:30 pm - 8:30 pm

Host city and region Washington D.C. will hold a special opening reception to welcome Rail~Volution attendees. The event will be held in the Great Hall at the National Building Museum, a remarkable building that has served as the site of many Presidential Inaugural Balls. The museum boasts an impressive Italian Renaissance design, with its central fountain and eight colossal Corinthian columns - among the tallest interior columns in the world. The museum's current exhibit is "On Track, Transit and the American City," which maps the unique relationship between transportation - particularly public transportation - and the American city. Whether you choose to roam through the exhibits, chat with local and national politicians, or simply enjoy the spectacular food, you will have a wonderful evening.

Rail~volution run/walk

Sunday, October 6

7 am - 9 am

Start your day right with the first-ever Rail~Volution 5K Fun Run/Walk from the Omni Shoreham through two of Washington, D.C.'s crown jewels - Rock Creek Park and the National Zoo. Congressman Earl Blumenauer and Mayor Anthony Williams will lead the run/walk and will discuss how natural amenities are a key component in

creating wonderful, vibrant urban communities. All proceeds will benefit the Coalition for Smarter Growth, a regional non-profit organization dedicated to creating better communities in the Washington area by reducing traffic congestion.

Details: Starting and ending points are at the Omni Shoreham Hotel. Registration fee is \$25 before September 27 and \$35 after.

Rail~volution on the Hill

Thursday, October. 3

3 pm - 5 pm

Attend this two-part session and learn more about the national picture and how the federal government is working with transit programs to create more livable communities. The first part of the program features prominent speakers who will discuss key themes for this year's conference. It also will recognize key members of Congress for their support of public transit programs. The second portion of the program provides participants the opportunity to meet Congressional staff members on key committees involved with the reauthorization of TEA-21 and to discuss opportunities for enhancing livability and transit through the reauthorization process.

congressional meetings - Throughout your stay in the region

Advocates, transit agency representatives, planning agencies, business leaders and others are encouraged to take advantage of

this year's conference location and meet with elected members of Congress and staff. Help inform elected officials about the importance of transit and livable communities. To help make the message most effective, consider registering for the symposium, *Advocacy on the Hill* or attend the workshop, *Effective Advocacy*. Please note that conference attendees are responsible for scheduling their own congressional meetings and that arrangements should be made well in advance of the conference.

lunchtime opportunities

Take advantage of several informal discussions that will occur during lunch breaks throughout the conference. Bounce ideas off your colleagues in other cities, and learn in more detail the issues discussed in the conference's formal sessions.

Learn, for example, about: the Council of Government's Blueprint for a Better Region, the Mayor's Task Force on Transit-Oriented Development, Loudoun County's new Smart Growth Comprehensive Plan, Montgomery County's inclusionary zoning, or Maryland's Smart Growth & Neighborhood Conservation Program.

conference schedule

Thursday, October 3

8:00 am	SYMPOSIUM Bringing Rail Transit to your Community MOBILE WORKSHOPS #8 New Urbanism Tour #14 Baltimore Tour	10:00 am	MOBILE WORKSHOPS #3 The New Convention Center and Old Neighborhood #7 Two Doors to Tenleytown #9 Frederick, Maryland #11 Ballston-Rosslyn Corridor #13 Franconia-Springfield
9:00 am	SYMPOSIA Advocacy on the Hill New Urbanism 101	1:00 pm	MOBILE WORKSHOPS #4 Southeast Waterfront Urban Redo #5 Columbia Heights
9:30 am	MOBILE WORKSHOP #12 Reston, Virginia	2:30 pm	MOBILE WORKSHOP #10 Alexandria Old and New
		3:00 pm	Rail~Volution on the Hill
		6:30 pm	Opening Reception

Friday, October 4

8:00 am	Continental Breakfast and Trade Show	12:00 pm	Box Lunch and Trade Show
8:30 am	Opening Plenary	12:30 pm	Lunchtime Opportunities
10:00 am	Coffee Break and Trade Show	2:00 pm	WORKSHOPS
10:30 am	WORKSHOPS	3:30 pm	Coffee Break and Trade Show
		4:00 pm	WORKSHOPS
		5:30 pm	Trade Show

Saturday, October 5

8:00 am	Continental Breakfast and Trade Show	10:00 am	Coffee Break and Trade Show
	MOBILE WORKSHOP #2 Anacostia River Canoe Tour	10:30 am	WORKSHOPS
8:30 am	Morning Plenary	12:00 pm	Box Lunch and Trade Show
9:00 am	MOBILE WORKSHOP #6 The New U Street	12:30 pm	Lunch Opportunities
		2:00 pm	WORKSHOPS
		3:30 pm	Coffee Break and Trade Show
		4:00 pm	WORKSHOPS

Sunday, October 6

7:00 am	5K Fun Run/Walk	8:30 am	WORKSHOPS
8:00 am	Continental Breakfast	10:15 am	WORKSHOPS
8:00 am	MOBILE WORKSHOP #1 Bike Washington	12:00 pm	Joint National/Regional Plenary Box Lunch
		1:30 pm	Washington, D.C. Regional Conference

about the conference

Registration

The registration fee is \$325. Please register now - space is limited. After Sept. 12, the late registration fee is \$375. Register by fax, mail or web site www.railvolution.com.

Travel and Lodging

The Omni Shoreham Hotel, site of Rail~Volution 2002, is offering a special group rate of \$209 per night. For reservations, call 202. 234-0700 and identify yourself as a Rail~Volution participant. To receive the special rate, your room must be reserved by Sept. 12. The Omni Shoreham is located at 2500 Calvert St. NW, Washington, D.C.

For information about ground transportation from major transportation hubs - Dulles International Airport, Baltimore-Washington International Airport, Ronald Reagan Washington National Airport, and Union Station - visit our web site at www.railvolution.com.



scholarships

Rail~Volution will make available a limited number of scholarships that are based on need. Special consideration will be given to citizen activists and citizen advocates working on transportation and land-use issues. Call 800. 788.7077, or visit www.railvolution.com for a scholarship application. Please return your application by July 8. You will be notified the week of July 29 about the status of your application.

conference registration information

For additional information - or questions - related to registering for the conference, contact: AHI Meeting Services, Inc. P.O. Box 519, Selbyville, DE 19975 800.788.7077 - U.S. 302.436.4375 - International Fax: 302.436.1911 Email: convene@aol.com Web: www.railvolution.com

cancellation

There is a \$100 non-refundable fee for cancellations after Sept. 15.

washington metropolitan conference on transit and livability

Sunday, October 6, 2002 ■ Noon - 5:00 pm

Omni Shoreham Hotel

Local reception immediately afterward

This year's Rail~Volution will include an additional half-day conference to discuss potential transit and livability strategies specifically related to the Washington, D.C. region. A focus of discussion is whether there should be a transit-oriented development policy for the D.C. region, including Maryland and Virginia.

The half-day conference (following the national Rail~Volution conference) will include opportunities to learn about and discuss how transit can help make the entire D.C. region reach its livability goals.

OPENING PLENARY

How to think like a region

Learn how regional decisions and local conditions can be melded to create a system of livability policies that works for everyone. Hear about the potential effects of a regional transit-oriented development policy.

Small group discussions

Immediately following the opening plenary, there will be small group discussions to address how a regional TOD strategy could affect issues such as: housing, jobs, open space, accessibility, environmental preservation and justice, traffic congestion, neighborhood economics, neighborhood town centers, and infrastructure costs.

CLOSING PLENARY

Working like a region

Local and regional political leaders will discuss their thoughts about the role of TODs and about the need to improve the region's air quality.

Reception

Meet informally with developers of TOD projects from across the region. They will bring models and demonstrations of their projects. This will provide an important opportunity for participants to get involved in projects that are currently on the ground.

Registration

See page 15 to register, or visit www.railvolution.com.

Cost: \$25

Sponsored by: the Government of the District of Columbia, the State of Maryland, the State of Virginia, area jurisdictions and advocates.

registration

Fax 302.436.1911

Web www.railvolution.com

Mail Rail~Volution 2002 P.O. Box 519, Selbyville, DE 19975

Please type or print clearly.

LAST NAME	FIRST NAME	BADGE NAME
ORGANIZATION /COMPANY		TITLE (not for badge use)
WORK TELEPHONE	FAX	E-MAIL
WORK ADDRESS		
CITY	STATE	ZIP

selections and payment information

MOBILE WORKSHOPS* See descriptions on pages 6-9 and indicate selection by workshop number.

Mobile Workshop: 1st choice ____ 2nd choice ____ 3rd choice ____

SYMPOSIA* See descriptions on page 10; note separate fees for each.

Please make sure that your symposium choice does not conflict with your Mobile Workshop choice.

☐ New Urbanism 101 (\$150) ☐ Bringing Rail Transit to Your Community (\$100)

☐ Advocacy on the Hill (\$25)

☐ WASHINGTON METROPOLITAN CONFERENCE ON TRANSIT AND LIVABILITY (\$25)

☐ Check enclosed ☐ Early registration (\$325 before September 12) \$ ____

☐ VISA ☐ Late registration (\$375 after September 12) \$ ____

☐ MasterCard ☐ Mobile Workshop See pages 6-9 for fees. \$ ____

☐ American Express ☐ Symposium See above for fees. \$ ____

☐ Bill me ☐ Rail~Volution Run/Walk (\$25) \$ ____

☐ Conference on Transit and Livability (\$25) \$ ____

Total due \$ ____

CARD NUMBER EXPIRATION DATE

CARDHOLDER NAME SIGNATURE

Affiliation ☐ Transit Authority ☐ City/County ☐ Consultant ☐ Regional Government

☐ State Government ☐ Federal Government ☐ Citizen Activist ☐ University

☐ Media ☐ Business/Developer ☐ Non-profit ☐ Foundation ☐ Banking/Investment

*First come, first served, based on space available. Please call 800.788.7077 if you need special accommodations.

key speakers

Congressman Earl Blumenauer
Oregon

Kurt Creager
*National Association of Housing
and Redevelopment Officials*

Don Dillard
Hunt Petroleum

Jennifer Dorn
*Administrator, Federal Transit
Administration*

Robert Dunphy
Urban Land Institute

Lee Epstein
Chesapeake Bay Foundation

Maribeth Feke
Greater Cleveland RTA

Marianne Fowler
Rails to Trails

Peter Harnik
Trust for Public Land

Marla Hollander
Robert Wood Johnson Foundation

Ken Hughes
Developer, Mockingbird Station

Betsy Jackson
*The Center for Transportation
Excellence*

Micki Kaplan
City of Boulder, Colorado

Bill Lennertz
National Charrette Institute

William W. Millar
*American Public Transportation
Association*

Mary Nelson
Bethel New Life, Inc.

Shelley Poticha
Congress for the New Urbanism

Loretta Tate
*Marshall Heights Development
Corporation*

Harriet Tregoning
*Special Secretary for Smart
Growth, State of Maryland*

Richard White
General Manager, WMATA

Mayor Anthony Williams
Washington, D.C.

Mele Williams
League of American Bicyclists

The logo for Rail-Volution, featuring the word "Rail-Volution" in a white, sans-serif font. The "V" is stylized with a small triangle above it. The text is set against a dark background within a rectangular frame.

Building Livable Communities with Transit

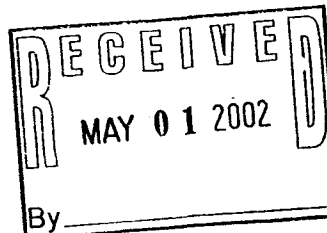
AHI Meeting Services, Inc.

P.O. Box 519

Selbyville, DE 19975



CLACKAMAS COUNTY



cc MTH
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Board of Commissioners

LARRY SOWA
CHAIR

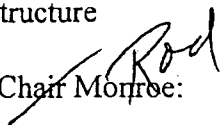
MICHAEL J. JORDAN
COMMISSIONER

BILL KENNEMER
COMMISSIONER

April 30, 2002

The Honorable Rod Monroe
METRO
Chair, JPACT
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Request to examine the interface of urban growth boundary expansion and transportation infrastructure

Dear Chair  Monroe:

I am writing to reconfirm my request made at both the March and April JPACT meetings to have us discuss the timelines and interfacing of the impending urban growth boundary expansion and the concomitant transportation infrastructure it will require.

On behalf of the Clackamas County Board of Commissioners, I respectfully request that JPACT set a major agenda item at our June meeting or arrange a special meeting to explore the timelines and necessary infrastructure associated with anticipated UGB expansions, particularly those foreseen in Clackamas County. Such an endeavor is timely in that JPACT will be reviewing many transportation projects including: the seeking of federal funding in the reauthorization of TEA-21, the next allocation of MTIP funds, the upcoming 2003 state legislative session, and the discussion of a potential regional transportation funding initiative.

I realize that this is both an arduous and somewhat speculative effort. However, Clackamas County's Board firmly believes that only with timelines associated with urban expansion and the regional commitment to build the transit and road systems necessary to serve those areas will such expansion be feasible. As you are aware, we have already instituted a Concurrency Ordinance and policy, crafted after much public involvement, that requires public facilities such as transit, roads, water, and sewer be in place or funded prior to the approval of new development. This Board does not anticipate allowing urban zoning without concurrency on these critical matters.

yes
no

JPACT Members and Alternates

FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STA ZIP CO	SALUTATION	PHONE	FAX	CONTACT	EMAIL
1. Rod	Monroe	Metro	Chair	Portland	OR 97232-	Councilor Monroe	503-797-1588	503-797-1793	Pat Manhalter, x1709	monroer@metro.dst.or.us
2. Rex	Burkholder	Metro	Metro	Portland	OR 97232-	Councilor Burkholder	503-797-1546	503-797-1793	Sheri Humble, x1543	burkholderr@metro.dst.or.us
3. Rod	Park	Metro	Metro	Portland	OR 97232-	Councilor Park	503-797-1547	503-797-1793	Rooney Barker, x1941	parkr@metro.dst.or.us
Carl	Hosticka	Metro	Metro	Portland	OR 97232-	Councilor Hosticka	503-797-1549	503-797-1793	Rooney Barker, x1941	hostickac@metro.dst.or.us
4. Bill	Kenemer	Clackamas County	Clackamas County	Oregon City	OR 97045-	Commissioner Kenemer	503-655-8581	503-650-8944	Sherry McGinnis	billken@co.clackamas.or.us
Michael	Jordan	Clackamas County	Clackamas County	Oregon City	OR 97045-	Commissioner Jordan	503-655-8581	503-650-8944		michaeljor@co.clackamas.or.us
Maria	Rojo de Steffey	County	Multnomah County	Portland	OR 97214	Commissioner Rojo de Steffey	503-988-5220	503-988-5440	Shelley Romero	
5. Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR 97214-	Commissioner Roberts	503-988-5213	503-988-5262	Bret Walker, 503-988-5213	lonnie.j.roberts@co.multnomah.or.us
6. Roy	Rogers	Washington County	Washington County	Portland	OR 97223-	Commissioner Rogers	503-620-2632	503-693-4545	Himself	royr@rascpas.com
Tom	Brian	Washington County	Washington County	Hillsboro	OR 97124-	Commissioner Brian	503-846-8681	503-693-4545	Barbara	tom_brian@co.washington.or.us
7. Charlie	Hales	City of Portland	City of Portland	Portland	OR 97204-	Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007	chales@ci.portland.or.us
Vera	Katz	City of Portland	City of Portland	Portland	OR 97204-	Mayor Katz	503-823-4120	503-823-3588	Judy Tuttle	mayorkatz@ci.portland.or.us
8. Karl	Rohde	City of Lake Oswego	County	Lake Oswego	OR 97034-	Councilor Rohde	503-636-2452	503-636-2532	Himself	rohde@compuserve.com
Brian	Newman	City of Milwaukie	County	Milwaukie	OR 97222	Councilor Newman	503-652-5298	503-654-2233	Himself	pdxnewman@aol.com
9. Larry	Haverkamp	City of Gresham	County	Gresham	OR 97030-	Councilor Haverkamp	503-618-2584	503-665-7692	Molly	cafferty@ci.gresham.or.us
James	Kight	City of Troutdale	County	Troutdale	OR 97060-	Councilor Kight	503-667-0937	503-667-8871	Himself or Nina (Nine-ah)	pls fax/no e-mail address
10. Robert	Drake	City of Beaverton	County	Beaverton	OR 97076-	Mayor Drake	503-526-2481	503-526-2479	Joyce or Julie	rdrake@ci.beaverton.or.us
Lou	Ogden	City of Tualatin	County	Tualatin	OR 97062-	Mayor Ogden	503-692-0163	503-692-0163		lou.ogden@juno.com
11. Fred	Hansen	Tri-Met	Tri-Met	Portland	OR 97202	Mr. Hansen	503-962-4831	503-962-6451	Kelly	hansenf@tri-met.org
Neil	McFarlane	Tri-Met	Tri-Met	Portland	OR 97232	Mr. McFarlane	503-962-2103	503-962-2288	Kimberly Lord	mcfam@tri-met.org
12. Kay	Van Sickle	ODOT	ODOT	Portland	OR 97209-	Ms. Van Sickle	503-731-8256	503-731-8259	Jane Rice	kay.vansickle@state.or.us
Bruce	Warner	ODOT	ODOT	Salem	OR 97301-	Mr. Warner	503-986-3435	503-986-3432	Katie	katherine.thiel@odot.state.or.us
13. Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR 97204	Ms. Hallock	503-229-5300	503-229-5850		hallock.stephanie@deq.state.or.us
Andy	Ginsburg	DEQ	Oregon DEQ	Portland	OR 97204	Mr. Ginsburg	503-229-5397	503-229-5675	Linda Fernandez,	ginsburg.andy@deq.state.or.us
Annette	Liebe	DEQ	Oregon DEQ	Portland	OR 97204-	Ms. Liebe	503-229-6919	503-229-5675	229-5388	liebe.annette@deq.state.or.us
14. Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA 98668	Mr. Wagner	360-905-2001	360-905-2222	Kim Dabney	wagnerd@wsdot.wa.gov
Mary	Legry	WSDOT	Washington State DOT	Vancouver	WA 98668	Ms. Legry	360-905-2014	360-905-2222		legrym@wsdot.wa.gov
15. Bill	Wyatt	Port of Portland	Port of Portland	Portland	OR 97208	Mr. Wyatt	503-944-7011	503-944-7042	Darla or Pam	wyattb@portpld.com
David	Lohman	Port of Portland	Port of Portland	Portland	OR 97208	Mr. Lohman	503-944-7048	503-944-7222	Patty Freeman	lohmd@portpld.com
16. Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA 98668	Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (or Jan)	royce.pollard@ci.vancouver.wa.us
Dean	Lookingbill	SW Washington RTC	SW Washington RTC	Vancouver	WA 98661	Mr. Lookingbill	360-397-6067	360-696-1847		dean@rtc.wa.gov
17. Craig	Pridemore	Clark County	Clark County	Vancouver	WA 98666-	Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina	cpdemo@co.clark.wa.us
Peter	Capell	Clark County	Clark County	Vancouver	WA 98666-	Mr. Capell	360-397-6118,	360-397-6051	Lori Olson, x4111	peter.capell@co.clark.wa.us

JPACT Members and Alternates

COURTESY_TITL	FIRST_NAME	MIDDLE_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	E	SUITE	CITY	STATE	ZIPCODE
1. The Honorable	Rod		Monroe	Metro	Chair	600 NE Grand Ave.			Portland	OR	97232-2736
2. The Honorable	Rex		Burkholder	Metro	Metro	600 NE Grand Ave.			Portland	OR	97232-2736
3. The Honorable	Rod		Park	Metro	Mero	600 NE Grand Ave.			Portland	OR	97232-2736
The Honorable	Carl		Hosticka	Metro	Metro	600 NE Grand Ave.			Portland	OR	97232-2736
4. The Honorable	Bill		Kenemer	Clackamas County	Clackamas County	907 Main St.			Oregon City	OR	97045-1882
The Honorable	Michael	J	Jordan	Clackamas County	Clackamas County	906 Main St.			Oregon City	OR	97045-1882
5 The Honorable	Maria		Rojo de Steffey	Multnomah County	Multnomah County	501 SE Hawthorne Blvd. Room			Portland	OR	97214-3585
The Honorable	Lonnie		Roberts	Multnomah County	Multnomah County	501 SE Hawthorne Blvd. Room		600	Portland	OR	97214-3585
6. The Honorable	Roy		Rogers	Washington County	Washington County	12700 SW 72ND Ave.			Portland	OR	97223-8335
The Honorable	Tom		Brian	Washington County	Washington County	155 N. 1st Ave.	MS		22 Hillsboro	OR	97124-3001
7. The Honorable	Charlie		Hales	City of Portland	City of Portland	1221 SW 4th Ave.	Room		210 Portland	OR	97204-1906
The Honorable	Vera		Katz	City of Portland	City of Portland	1221 SW 4th Ave.	Room		340 Portland	OR	97204-1907
8. The Honorable	Karl		Rohde	Oswego	County	PO Box 227			Oswego	OR	97034-0369
The Honorable	Brian	M	Newman	City of Milwaukie	Cities of Clackamas County	10110 SE Waverly Ct.	#		19 Milwaukie	OR	97222
9. The Honorable	Larry		Haverkamp	City of Gresham	County	1333 NW Eastman Pkwy.			Gresham	OR	97030-3825
The Honorable	James	W	Kight	City of Troutdale	Cities of Multnomah County	950 Jackson Park Rd.			Troutdale	OR	97060-2114
10. The Honorable	Robert		Drake	City of Beaverton	County	PO Box 4755			Beaverton	OR	97076-4755
The Honorable	Lou		Ogden	City of Tualatin	Cities of Washington County	21040 SW 90TH Ave.			Tualatin	OR	97062-9346
11. Mr.	Fred		Hansen	Tri-Met	Tri-Met	4012 SE 17th Ave.			Portland	OR	97202
Mr.	Neil		McFarlane	Tri-Met	Tri-Met	710 NE Holladay St.			Portland	OR	97232
12. Ms.	Kay		Van Sickle	ODOT	ODOT	123 NW Flanders St.			Portland	OR	97209-4037
Mr.	Bruce		Warner	ODOT	ODOT	355 Capitol St., NE	Room		135 Salem	OR	97301-3871
13. Ms.	Stephanie		Hallock	DEQ	Oregon DEQ	811 SW 6TH Ave.			Portland	OR	97204
Mr.	Andy		Ginsburg	DEQ	Oregon DEQ	811 SW 6th Ave.	Floor		11 Portland	OR	97204
Ms.	Annette		Liebe	DEQ	Oregon DEQ	811 SW 6th Ave.			Portland	OR	97204-1390
14. Mr.	Don		Wagner	WSDOT	Washington State DOT	PO Box 1709			Vancouver	WA	98668
Ms.	Mary		Legry	WSDOT	Washington State DOT	PO Box 1709			Vancouver	WA	98668
15. Mr.	Bill		Wyatt	Port of Portland	Port of Portland	PO Box 3529			Portland	OR	97208
Mr.	David		Lohman	Port of Portland	Port of Portland	PO Box 3529			Portland	OR	97208
16. The Honorable	Royce	E	Pollard	City of Vancouver	City of Vancouver	PO Box 1995			Vancouver	WA	98668
Mr.	Dean		Lookingbill	RTC	SW Washington RTC	1351 Officers Row			Vancouver	WA	98661
17. The Honorable	Craig		Pridemore	Clark County	Clark County	PO Box 5000			Vancouver	WA	98666-5000
Mr.	Peter		Capell	Clark County	Clark County	PO Box 9810			Vancouver	WA	98666-9810

COMMITTEE TITLE JPACT

DATE May 9, 2002

NAME

AFFILIATION

Rod Monroe	Metro Council
Rex Roubellat	Metro Council
FRED HANSEN	TRI-MET
CHARLIE HALEY	Portland
KARL ROUNDE	C ³
ROB DRAKE	CITIES OF WASHINGTON COUNTY
R Efalland	VANCOUVER
Annette Liebe	DEQ
Steve Kondrachine	CLATSOP Co.
Bill Wyatt	Port of Portland
Maria Rojo de Steffey	Mult Cty
Larry Haverkamp	City of Mult County
Roy ROGERS	WASHINGTON COUNTY
KAY VAN SICKEL	ODOT
Rod Park	Medic Council
Willa Hoggard	Metro
Lynn Peterson	In-Met
Dick FEENEY	Tri-Met
ALICE	MILWAUKIE
Beth Wemple	KITTELSON & ASSOC.

COMMITTEE TITLE JPACT

DATE May 9, 2002

NAME

AFFILIATION

~~THOMAS DODARBAUGH~~

City of Vancouver

Jean Lookingbill

RTC

John Gillam

Clackamas County
City of Portland

Ron Papsdorf

City of Gresham

Karen Schilling

Multnomah County

Kathy Lehtola

Washington County

JERRY PARMENTER

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CLARK BERRY

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Jed Geyhold

Metro

TOM KLOSTER

METRO